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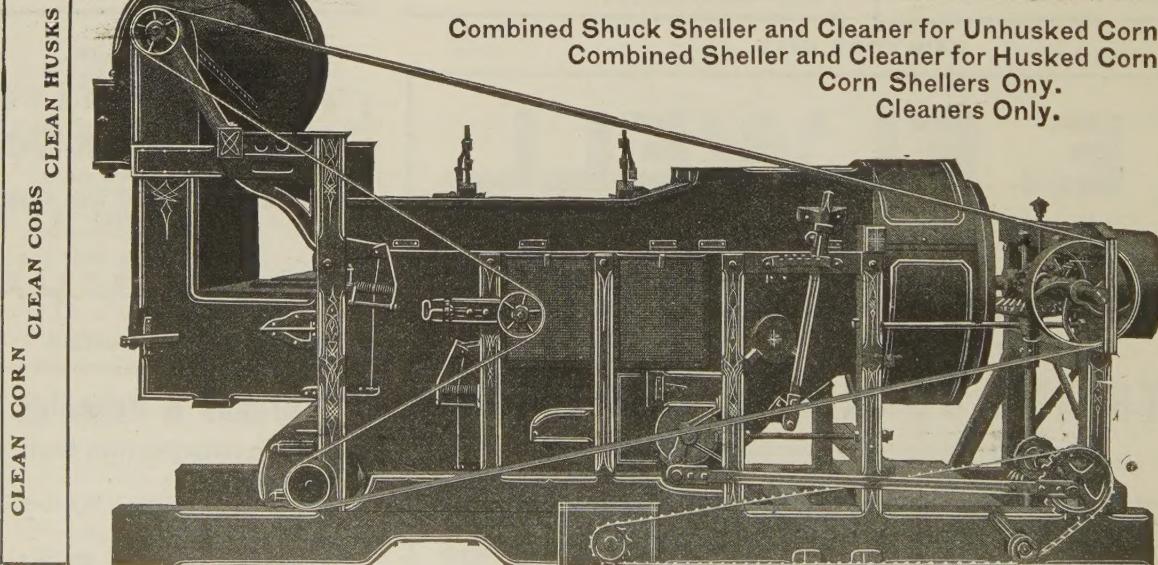
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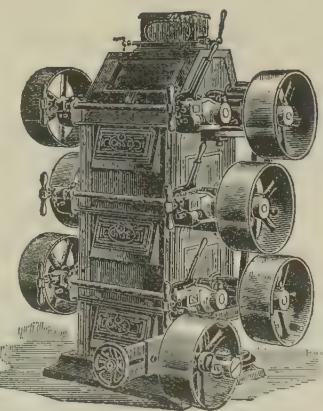
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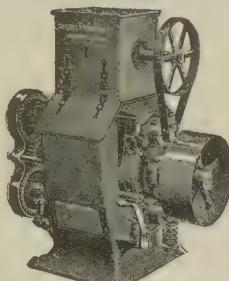
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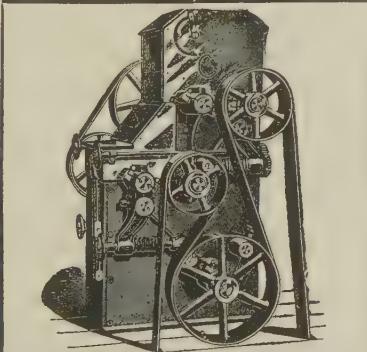
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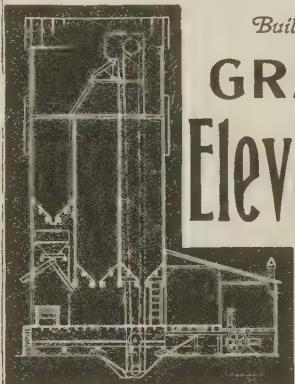
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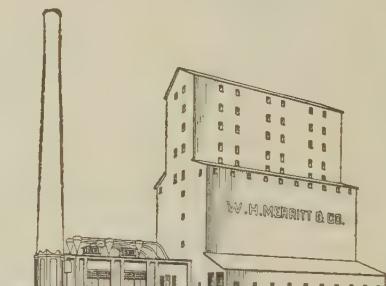
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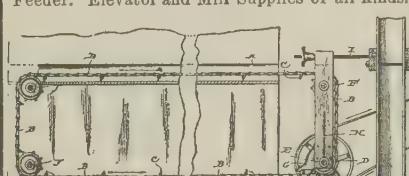
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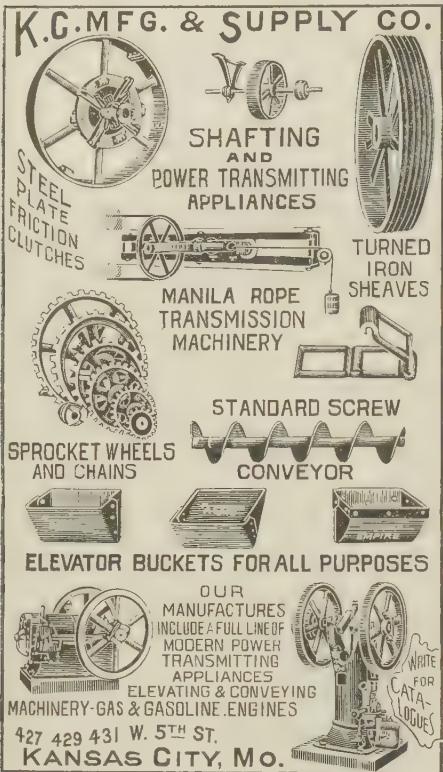
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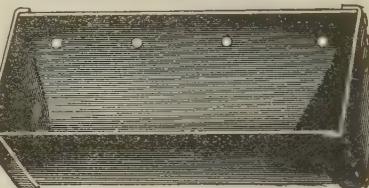
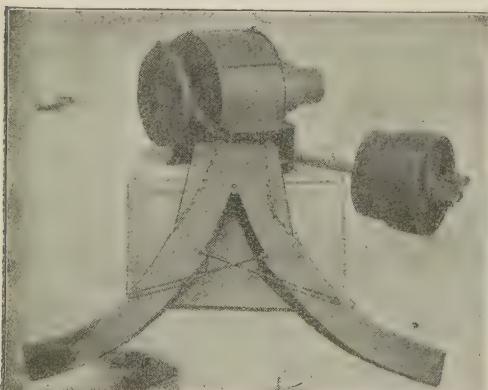
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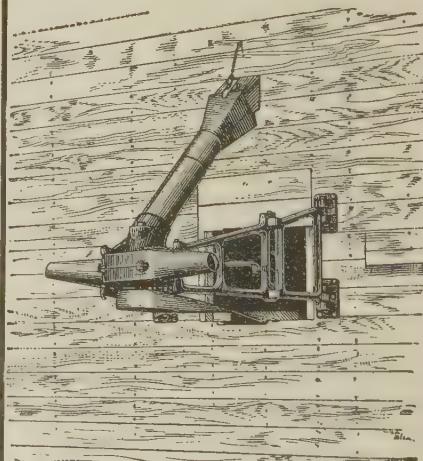
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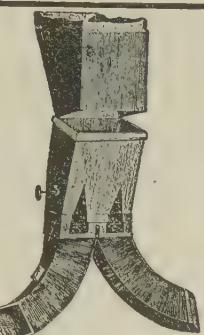
MAROA MFG. CO.
MAROA, ILL.**Improved Ideal Car Loader**

Manufactured at Allenville, Ill. Loads any size car from end to end and full to the roof with but very little power. Does not crack grain. Does not blow the grain, thus sorting the light and heavy and causing off grades. Pays for itself in a short time. Hundreds in use giving universal satisfaction. Can we interest you by saying you money? Sold subject to 30 days' trial at your elevator. Write for catalog giving full particulars.

The Ideal Car Loader Co.,
ALLENVILLE, ILL.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT



That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

H. SANDMEYER & CO., Peoria, Ill.

HAD GOOD RESULTS.

Sieberts Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

Minneapolis, Minn.

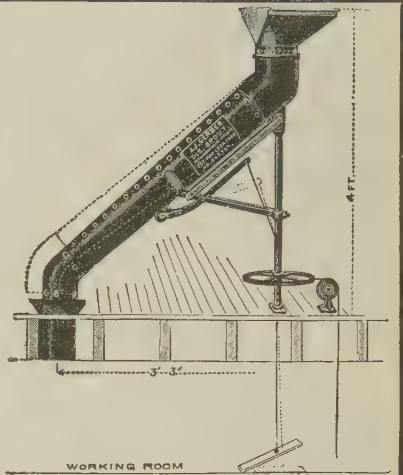
The above City is where the **Gerber Improved Distributing Spouts** are manufactured.

USERS ARE PLEASED WITH THEM.

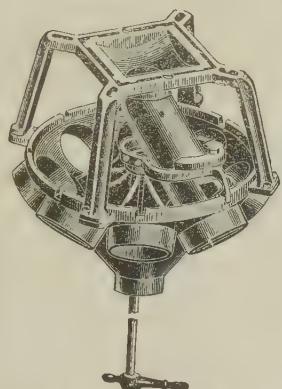
Patented May 15, 1900, Feb. 18, 1902.

ELEVATOR SPOUTING A SPECIALTY.

**JAMES J. GERBER
MINNEAPOLIS, MINN.**



WORKING ROOM



The Successful Elevator

Is the elevator with improved machinery. The make-shifts are a loss of time and money. The Hall Distributor saves many times its cost the first year.

Write for booklet.

HALL DISTRIBUTOR CO., 222 FIRST NATIONAL BANK BLDG., OMAHA, NEBRASKA

ELEVATOR SUPPLIES

Wagon, Hopper, Portable, Dump Scales, Gasoline Engines, Grain Cleaners

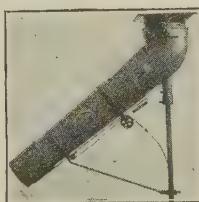
Write for Catalog of Complete Elevator Equipment

C. D. HOLBROOK & CO.
Minneapolis, Minn.

Grain Trade Books

of all kinds can be obtained at the office of the

GRAIN DEALERS JOURNAL, CHICAGO.



Birchard Improved Distributor

Can be installed in an elevator without changing any of the spouting and overhauling the house.

Write for descriptive circulars.

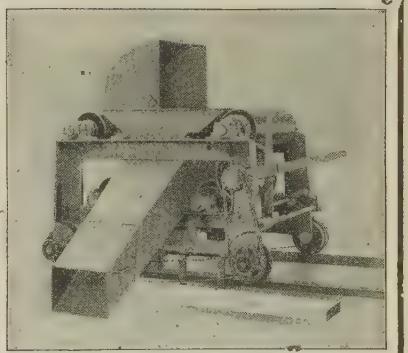
Downie-Wright Mfg. Co.
P. A. Kilner, Manager,
York, - - Nebr.

Grain Elevator Machinery

BELT CONVEYORS, CAR PULLERS, SPOUTING, WAGON DUMPS, SHAFTING, PULLEYS, GEARING, FRICTION CLUTCHES, ROPE SHEAVES, LINK-BELTING, SPROCKET WHEELS, Etc., Etc.

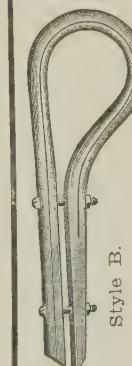
SEND FOR NEW CATALOG NO. 28.

LINK-BELT MACHINERY CO.
ENGINEERS, FOUNDERS, MACHINISTS.
CHICAGO - - - U. S. A.



BELT TRIPPER


Anti-Friction Ear Corn Turn Head
BURRELL MFG. CO., MFRS.
BRADLEY, ILL.



HICKORY Grain Shovel Handles

Made from second growth hickory—never break,

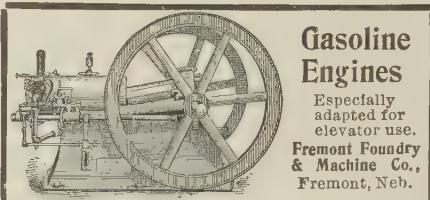
Made in two styles. One pair sent on trial, freight prepaid, for \$1.00.

N. Geisen & Co.
Armour, Ind.

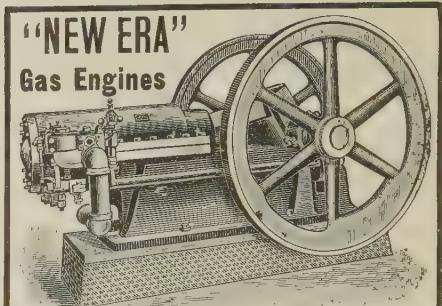
POWER FOR GRAIN ELEVATORS.



THE Columbus
Gas and Gaso-
line Engines.
Simple, effective,
easily started
and adjusted.
Columbus Machine Co.,
COLUMBUS, OHIO.
Send for Catalog No. 39



Gasoline
Engines
Especially
adapted for
elevator use.
Fremont Foundry
& Machine Co.,
Fremont, Neb.



"NEW ERA"
Gas Engines

For Gas or Gasoline. Sizes 5 to 80 H. P.

NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.

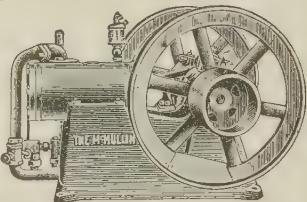
THE CHEAPEST POWER PLANT ON EARTH

is the Gasoline Engine. Learn something to your advantage about

Mcmullin Engines

by writing us. Catalog and prices on application.

Mcmullin Motive-Power and Construction Co.
404 Royal Insurance Bldg., CHICAGO.



HOWE SCALES AND HOWE ENGINES

Can you get anything better?

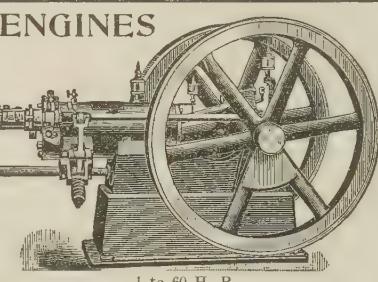
Can you get anything as good?

INVESTIGATION WILL DETERMINE.

Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.

CATALOGS.

The Ball-Bearing Scale.



1 to 60 H. P.

Wagon, Dump, Hopper,
and Grain Scales.

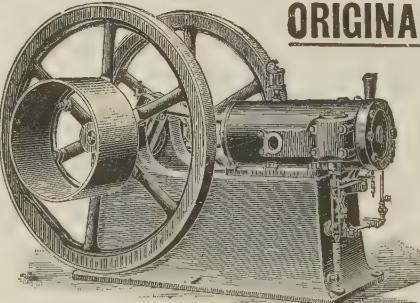
Double or Compound Beams.
Steel Frames.

St. Louis, Kansas City,
Minneapolis, Cleveland.

Borden & Selleck Co., Chicago, Ill.

THE BAUER GASOLINE ENGINE
Is better adapted to the needs of the grain elevator man than any other.
WRITE FOR DESCRIPTION.
Bauer Machine Works,
Kansas City, Mo.

ORIGINAL



LEWIS
GASOLINE ENGINES

Most Popular and Reliable for
GRAIN ELEVATORS
WATER WORKS
ELECTRIC PLANTS

Don't be bothered with a cheap, inferior engine. It will always make you trouble and be the most expensive in the end.
Buy a Lewis at the start. It is acknowledged to be standard in all respects.

J. THOMPSON & SONS MFG. CO., Beloit, Wis.

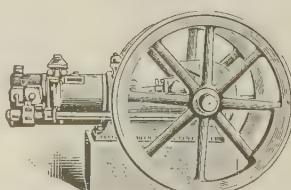
We start the New Year with

Greatly Increased Facilities

and hope to be able to make prompt deliveries in the future, thus saving our friends and patrons the vexatious delays they have suffered in the past.

OTTO GAS and GASOLINE ENGINES will meet any power requirements under the sun, no matter how exacting the conditions. Tell us your needs.

THE OTTO GAS ENGINE WORKS
Chicago Representative, T. W. SNOW, 360 Dearborn St.,
PHILADELPHIA, PA.



Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER,
by K. W. Longanecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE,
by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,
by E. W. Roberts, Price, \$1.50.
For any of the above address,

Grain Dealers Co.,
255 La Salle St., Chicago, Ill.

THE PERFECTION CONDITIONING SYSTEM

Purifying, Drying and Cooling.

Stained Oats and Barley; smutty, musty and weevily Wheat made sweet and bright.

New Corn Put in Condition.

The only PERFECT SYSTEM in use.

TWEEDALE & HARVEY
Room 905, 303 Dearborn St.
CHICAGO

We not only make the

HESS Pneumatic Grain Driers

which are used in the large terminal elevators of Chicago, Duluth and other cities, but we make as well, a specialty of

FURNACES

for heating dwellings, churches, schools, stores, etc., which we sell on a money-saving plan, direct from our factory to consumers, at factory prices.

Write for description of either.

HESS WARMING AND VENTILATING CO.
707 Tacoma Building
CHICAGO

THE F. R. MORRIS GRAIN DRIER

Stands at the head after the severest practical tests.
It is acknowledged to be the best, WHY?

Because the very essence of successful drying is thorough ventilation, which is obtained only by the F. R. Morris Drier.

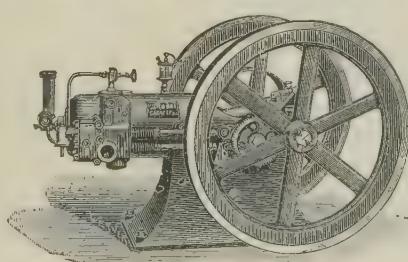
Address 50 Chamber of Commerce, Milwaukee, Wis.

THE MODEL GASOLINE ENGINES

Are adapted for use on either gas, gasoline or ordinary kerosene oil. They are simpler in construction, therefore less likely to get out of order than any other. Write for catalog and prices.

**MODEL GAS ENGINE CO.,
AUBURN, IND.**

Marseilles Mfg. Co. Western General Sales Agents. Marseilles and Peoria, Ill., Council Bluffs, and Cedar Rapids, Iowa, and Kansas City, Mo.



FIRE INSURANCE

**MILL OWNERS
MUTUAL FIRE INSURANCE CO.**
Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

**THE GRAIN DEALERS
NATIONAL MUTUAL FIRE
INSURANCE CO.,**

of Indianapolis, Ind., was organized by progressive grain dealers to insure good grain elevators and contents at a reasonable cost. If interested write C. A. McCotter, Secretary, Indianapolis, Ind.

Reliable Insurance....

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing
MILLERS NATIONAL INS. CO.
205 La Salle Street, CHICAGO, ILL.
CHARTERED, 1865 ASSETS, \$3,380,676
NET CASH SURPLUS, \$466,595.
W. L. Barnum, Secy.

**Michigan Millers Mutual
Fire Insurance Co.** of Lansing, Michigan.

21 Years Successful Business.

Assets \$958,473.31
Losses Paid 718,556.00
Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899
1900
1901

Insures Flour Mills, Grain and Elevators.

**INDIANA MILLERS
MUTUAL
FIRE INSURANCE
COMPANY**
OF INDIANAPOLIS, IND.

JAN. 1, 1902.
Gross Premium Notes \$697,501.33
Surplus to Policy Holders 697,351.55
Dividends Paid Policy Holders 238,566.84
Cash Assets 119,924.77

**MILLS AND ELEVATORS ONLY
PURELY MUTUAL**

A liberal policy issued.
Losses paid when adjusted and NO DISCOUNT demanded. Address,

E. E. PERRY, Secretary.

FLOATER GRAIN INSURANCE
Special attention to Open Floater Policies
in the best Stock Companies.
Insurance follows grain up and down as the quantity stored in each house changes. Will ALWAYS have insurance where you have grain.
Simple, Sure, Economical. Investigate,
and you will find it absolute protection and cheap.
Business handled anywhere. Write us.
H. H. LANTZ & CO., DES MOINES, IOWA
25 years' experience. Best of references.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets. 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

THE CLIPPER SEED CLEANERS

This cut shows our No. 7 SPECIAL SEED CLEANER with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequaled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

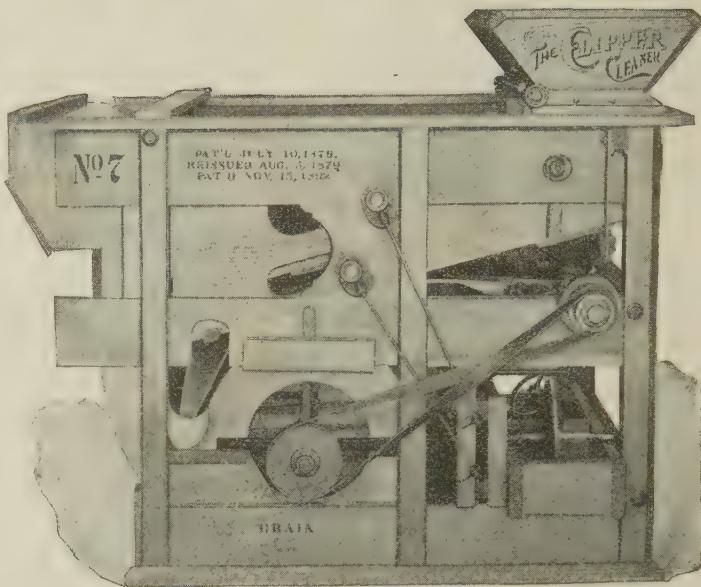
The Traveling Brushes KEEP the SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE.

Sample Plate of perforations and new Catalog mailed on request.

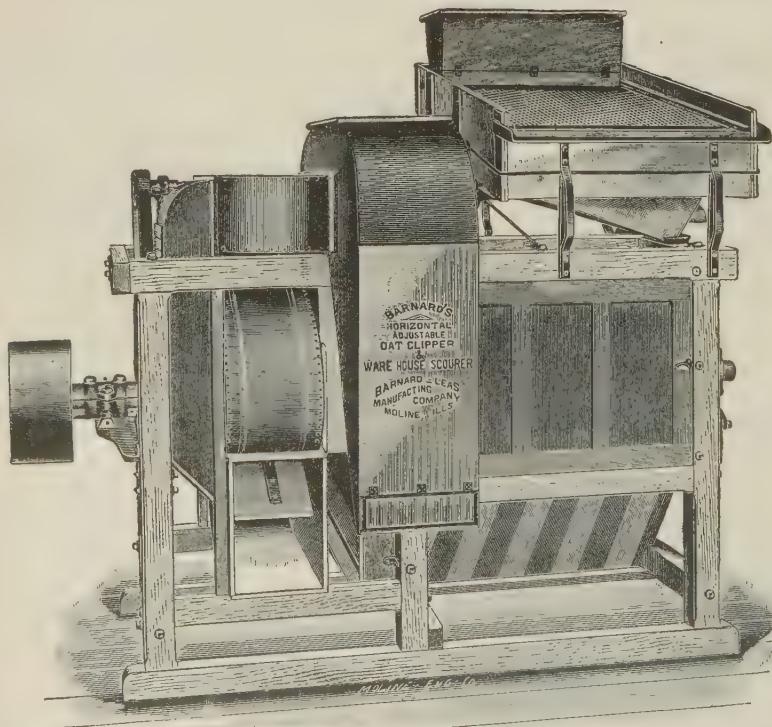


A. T. Ferrell & Co., Saginaw, Mich.

INCREASE YOUR PROFITS

BARNARD'S HORIZONTAL ADJUSTABLE OAT CLIPPER AND WAREHOUSE SCOURER

HAS NO EQUAL for LARGE CAPACITY and SUPERIOR WORK



IT has many valuable features not possessed by the ordinary scourer. It is adjustable while in motion. Discharges the grain the full width of the machine, thus giving the grain the full benefit of the air separation. It is provided with a specially constructed screenings chamber, which saves all the screenings. All its parts are heavy and strong and suited to hard service.

We also make FEED MILLS, CORN SHELLERS and CLEANERS, SEPARATORS and furnish everything needed in MILLS and ELEVATORS

Barnard & Leas Mfg. Co.

BUILDERS OF ELEVATORS
and ELEVATOR MACHINERY

MOLINE, ILLINOIS

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATORS for sale in Iowa. Address Geo. A. Wells, 508 Observatory Building, Des Moines, Iowa.

ELEVATOR, 8,000 bu for sale at a bargain; on P., C., C. & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

TWO elevators and residence in good grain country. If you mean business write for particulars to C. H. Eckery, Yetter, Ia.

ELEVATOR for sale in good grain country; 25,000 capacity; in fine repair; can be bought reasonable. A Heelker, Halbur, Iowa.

FOUR elevators for sale in Indiana, one in Ohio and four in Illinois. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR warehouse and feed mill for sale, in thriving town and good farming country. No competition. Address W. W. Brown, Merton, Wis.

ELEVATOR for sale, capacity, 15,000 bushels; situated in choicest part of the Red River Valley. Address, Lock Box 1783, Grafton, N. D.

ELEVATOR, corn cribs and residence for sale, on I. C. R. R. Capacity 10,000; corn cribs, 10,000. Gasoline power. Address G. H., box 2, care Grain Dealers Journal, Chicago.

FOR SALE—Several good Kansas elevators in Clay, Cloud, Douglass, Harvey, Marion and Washington counties. Fayette Bennett & Co., 38 Crawford Bldg., Topeka, Kan.

GRAIN, coal and lumber business for sale in Illinois, shipping from 100 to 150 cars a year. Capacity elevator 11,000 bushels; has cleaner, sheller and feed mill; run by a 10-h. p. gasoline engine. Wish to sell my residence also. Address Crane, 72 Traders Bldg., Chicago, Ill.

FOR SALE—5,000-bushel capacity elevator, in good condition, located in a corn territory of central Illinois. It will be sold on easy terms. This provides a fine opportunity for entering the grain business on a nominal capital. For particulars, address, Commerce, Box 3, care Grain Dealers Journal, Chicago.

ELEVATOR, coal bins and scale office for sale; capacity 15,000 bu.; 12-h. p. Fairbanks Gasoline Engine; 330-bu. hopper scales; corn mill will chop 45 to 50 bu. per hr.; 1 good separator. Good reasons for selling. Located in one of the best wheat counties in the United States. Price, \$6,500. Address K. D., Box 1, care Grain Dealers Journal, Chicago.

ELEVATOR located near Danville, Ill., on Wabash R. R., 35,000 bushels' capacity, 4 elevator legs, 3 dumps, Webster Sheller, cleaner, Fairbanks Scales, hopper scales, office (steel room). Handle 150,000 to 200,000 bushels per year; one competitor; big margins; town 1,000 people; three churches, good schools, two banks; only \$4,600. Apply G. N., Box 3, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

A GOOD elevator; hay, coal, feed and flour trade in connection; located western Indiana; good reasons for selling. Price, \$3,500 cash. Address A., Box 3, care Grain Dealers Journal.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

NEW, Ohio 22,000-bu. elevator, steam power and iron clad, together with implement and livestock business will be sold for good reason. Will make price right if sold soon. Address Coal, Box 3, care Grain Dealers Journal, Chicago.

TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FLOUR MILL for sale. The Jasper Roller Mills, Jasper, Minn.; only \$11,000. Will take good farm in exchange. Write E. G. Mellem, Scand American Bank Building, St. Paul, Minn.

FULL roller 75-bbl. mill and granary, in the fine wheat belt of west Tennessee, will be sold at reasonable price and on terms to suit purchaser, as other business demands entire attention. Tennessee Farm Co., Trimble, Tenn.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 postpaid. Henry Nobbe, Farmersville, Ill.

J. J. LYNE, Dealer in grain, feed, hay, coal, salt, etc. Shenandoah Junction, W. Va.

WE WANT the grain trade to know that we are on "Earth" and doing business at Bellevue, O. The Bellevue Grain Co.

T. H. JARMAN, buyer and shipper of grain, has enlarged his business by building a new elevator. Has wagon and feed yard at depot. Bolivar, Mo.

WANTED—To secure good western grain accounts for corn and oats for a sight draft business in Portland. We are well equipped to handle this business. Henry Littlefield & Co., Portland, Me.

MISCELLANEOUS FOR SALE.

WANTED—To trade equity in a fine 550-acre, well-improved farm, four miles from Waterloo, Ia., for elevators in Western Iowa. L. N. Crill, Elk Point, S. D.

ELEVATORS WANTED.

WANT to buy elevator in good town; prefer central Ill. C. I., box 10, care Grain Dealers Journal, Chicago.

WANTED—You to list your elevators for sale in Iowa and Illinois. Have cash buyers. Aaron Smick, Decatur, Ill.

WANTED—An elevator in western Indiana, 10,000 to 30,000 capacity, handling from 100,000 to 300,000 annually; up-to-date house. Henry Orr, Matthews, Ind.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WE WANT to lease one or more elevators with option of buying; elevators must ship at least 100 cars yearly; side line of flour, coal and feed not objected to. Address, giving full description of plant and terms, amount of grain shipped last year, Pearson & Hayton, Pierson, Ia.

ELEVATORS FOR RENT.

ONE elevator for rent and one elevator site for sale. Address Cook, Box 3, care Grain Dealers Journal.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

ONE NEW six-ton Howe Dump Scale, cheap. Moulton & Evans, Minneapolis, Minn.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

GRAIN FOR SALE.

RED CLOVER seed and good seed corn for sale. Cobb & Varner, Odessa, Mo.

SOJA or soy beans for sale, car lots and less. Wm. G. Scarlett & Co., Baltimore, Md.

SPRING rye, speltz, macaroni wheat, millets, etc., for sale in carloads or less. Fargo Seed House, Fargo, N. D.

REID'S Yellow Dent and Boon County White Seed Corn for sale in car loads or less. La Rose Grain Co., La Rose, Ill.

POP CORN, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o. b. here. Address A. C. Davis, Conklin, Mich.

FOR SALE—Cane seed, 5 cars; kaffir corn, 2; millet, 1. Make cash offer track here on A. T. S. F. R. Address E. D. Runnalls, Longford, Kan.

CLOVER, timothy, millet, blue grass, red top, pop corn, field peas, seed corn, etc. Buyers or sellers please write The Illinois Seed Co., 236 Johnson st., Chicago, Ill.

FOR SALE—100 bushels medium clover seed and 250 bushels clean timothy. Dealers wishing native seed should write at once. Moore Bros., Hampton, Ia.

GERMAN MILLET, Sorghum Seed, Kaffir Corn, Alfalfa and a full line of Grass Seeds. J. G. Peppard, 1117 W. 8th st., near Santa Fe st., Kansas City, Mo.

AMERICAN grown alfalfa, German millet, Siberian millet, sorghum or cane seed, Jerusalem corn, milo-maize, seed corn, onion sets, speltz, macaroni wheat, and full line of other seeds. Samples furnished. Write Kansas Seed House, F. Barteldes & Co., Lawrence Kansas.

FOR SALE—Fine line of farm, grass and garden seed, early corn, oats, kaffir corn, cane pencillaria, speltz, cow peas, rape, thousand-headed kale, blue grass, bromus inermis, clover, timothy, permanent pasture mixtures, vegetable and flower seeds, garden tools, poultry supplies, berry boxes and baskets. Write for our catalog and prices. A. A. Berry Seed Co., Box 105 Clarinda, Ia.

GRAIN WANTED.

RYE and buckwheat grain wanted. Oneonta Milling Co., Oneonta, N. Y.

WANTED—Quotations on corn, oats and hay. Geo. T. King, Hay and Grain Broker, Richmond, Va.

WANTED—in car lots: Pop corn, Siberian millet, alfalfa seed and black oats. W. H. Small & Co., Evansville, Ind.

WANTED—Carload of northern-grown seed corn. Walter Parks Com. Co., 814 Chamber of Com., Minneapolis, Minn.

SWEET CORN wanted, late varieties especially. If any to offer of this kind, send sample in envelope and we will make you good price f.o.b., your station. Address, A. A. Berry Seed Co., Box 105, Clarinda, Ia.

MACHINES FOR SALE.

GOOD 9x18 Noye 3-high Roller Mill for sale. Box E, 326, Galveston, Ind.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

CORN cleaner, Barnard & Leas, No. 2, double cylinder, good condition. Will sell cheap. I. R. Kennard, Moran, Ind.

\$15.00 FOR No. 2½ Western Rolling Screen and Fan, used two years; good condition. Kyle & Williamson, Monroe, O.

ONE NEW wood pulley, 40x15 inches and one clutch, for sale. Hartley Electric & Gas Engine Co., 43 S. Canal st., Chicago.

\$25 CASH with order will buy a No. 4 Star Crushing Mill that has run very little; haven't room for it. Reed & Long, Rippon, Jefferson Co., W. Va.

FOR SALE—Webster Car Puller Complete. Absolutely first-class machine; good as new; capacity 20 to 30 cars. Omaha Elevator Co., Omaha, Nebraska.

FOR BARGAINS in secondhand machinery write for Circular No. 16;; new list of machines at cut prices. A. S. Garman & Sons, Akron, Ohio.

OAT CLIPPER of the Barnard & Leas make, 1,000 bu. capacity, will be sold at a low price for cash. Welsh, box 1, care Grain Dealers Journal, Chicago.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

BEAN CLEANER for sale, a bargain. One Ferrel No. 27 Special, having clay crushing rolls, special air controller and traveling brushes. New, never in use. Cap. 150 to 175 bu. per hour. Mich. Box 2, care Grain Dealers Journal, Chicago.

MACHINES WANTED.

SEED CLEANER wanted to buy; a good secondhand No. 9 Special Clipper. Address John Houchin, Newton, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN
DEALERS JOURNAL**
OF CHICAGO.
COSTS 15 CENTS PER LINE.

ENGINES FOR SALE.

GASOLINE engine for sale, 8-h. p. Temple Pump Co., 15th place, Chicago.

TO EXCHANGE—Two 6-h. p. gas engines for a 14-h. p. Write I. Bird & Co., Moorland, Ia.

ATLAS ENGINE—100-h. p., almost new; fine condition. Address A. E. Cook, Odebolt, Ia.

NO. 6 OTTO, 21-h. p. Engine; good working order; cheap. Moulton & Evans, Minneapolis, Minn.

ONE GASOLINE engine, 24 horse-power, for sale. Address Union Grain & Hay Co., Cincinnati, O.

GASOLINE engines for sale: 14-16-H. P. Dayton; 16-H. P. Case; 10-5H. P. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

ONE 15-h. p. gasoline engine for \$275. and one extra cylinder for 7-h. p. Fairbanks-Morse Engine. Hartley Electric & Gas Engine Co., 43 S. Canal st., Chicago.

TEN and 12 h.p. Otto, 12 and 20 h.p. Lewis and 16-h.p. Fairbanks Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

ONE 4-h.p. Otto; one 10-h.p. Otto; one 12-h.p. Lambert; one 22-h.p. Fairbanks; one 54-h.p. Fairbanks; one 20-h.p. New Era; one 26-h.p. New Era; one 35-h.p. New Era; one 60-h.p. New Era. I buy, sell or exchange. J. Montgomery Johnston, 216 Lake-st., Chicago, Ill.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ENGINES WANTED

WANTED: Used gasoline engines for grain elevators, 10, 15, 25, 54 h.p. Give particulars. Name lowest cash price. Address Central, box 9, care Grain Dealers Journal, Chicago.

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal allocated me in a good position; and I have had several offers of good positions since from the advertisement.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

BY GRAIN man of 22 years' experience. Landon Mapes, Jacksonville, Ill.

WANTED position as grain buyer in elevator or on the road. Had 6 years' experience; reference; married; and not afraid of work. Address Box 955, Corn-ing, Ia.

POSITION wanted as manager of a country elevator. Can fill any position, also run gasoline engine and do your repair work. Married; best of references. Address John F. Barnett, Indiana, Ill.

WANTED—Position as manager of station or cleaning house; 5 years' experience in cleaning house; 2 years at country station. Can handle the trade. Married; best of references. Address F. E. Plum, 909 S. Sixth-av., Marshalltown, Ia.

SITUATION wanted, with grain dealer, by temperate, single man, having had 25 years' experience buying, selling and milling grain, on road and in office. References. Fremont, box 9, care Grain Dealers Journal, Chicago.

POSITION WANTED by young man as buyer or assistant manager in country elevator; have had four years' experience in the grain business and can furnish first-class reference. Single and strictly temperate. Address, C. W. T., Lock Box 75, Redwood Falls, Minn.

WANTED—Position by young married man of 15 years' experience in grain business. Good judge of grain and live stock. All around man and bookkeeper. Reference required and reference furnished. Open for position after June 1, 1903. Address J. J. S., box 1, care Grain Dealers Journal, Chicago.

SITUATION WANTED as traveling solicitor for Chicago or St. Louis grain commission house for Kansas or Nebraska business. Have an extensive acquaintance among the grain dealers in the two states and understand the business. C. A., Box 3, care Grain Dealers Journal, Chicago, Ill.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds. Price Per Ton, Amount.

This book is 8 $\frac{1}{2}$ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

255 La Salle St.

CHICAGO, ILL.

THEIR AD Brought Business

C. P. & J. LAUSON, Milwaukee, Wis.:

Please discontinue our ad. of engines for sale in the Journal. Our ads in your Journal were very effective.

HELP WANTED.

MAN TO WORK in elevator and lumber yard; state experience, salary wanted and reference. Address, P. O. Box 86, Lee, Ill.

WANTED—Traveling man to solicit grain trade, cash and futures. Must have experience. Name terms. Address Traveler, box 1, care Grain Dealers Journal, Chicago.

EXPERIENCED grain man to run steam elevator and buy grain; \$35 per month; permanent if satisfactory. Address, with references, J. Cole, Bushnell, Ill.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

WANTED—An active, experienced business man capable of managing an elevator and grain business. A small amount of stock in the company can be had by the right party. Address T. G., box 2, Grain Dealers Journal, Chicago.

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.00 per year.

A-PARTNER

HELP or a POSITION,
can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

Grain Register

No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 $\frac{1}{2}$ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by
GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

Why should you use our new chain feeder in preference to any other?

BECAUSE **S**TRENGTH **C**ONQUERS

and the price is right. Send specifications for complete elevator equipments.

B. S. CONSTANT CO., BLOOMINGTON, ILL.

GRAIN DEALERS JOURNAL

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255 La Salle St., Chicago, Ill.

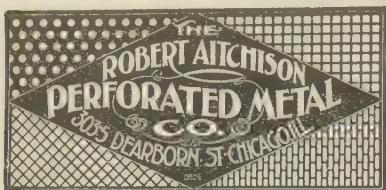
Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

bus.

State.....



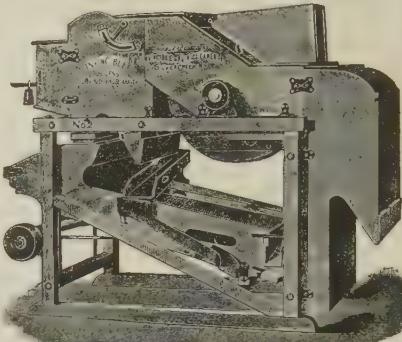


COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " " 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
153 Paris St., South Bend, Ind.

INVINCIBLE

DOUBLE RECEIVING SEPARATOR

"A CLEANER THAT CLEANS."



Absolutely Dustless.

Eleven Sizes.

Simple, Durable, Compact, Light-running and Reliable. Can be operated at a minimum expense for power and repairs. Can be used with the most satisfactory results under any and all circumstances where a separator is required.

We manufacture corn and cob separators and cleaners, oat clippers, scourers and cleaners, needle screen gravity separators and spiral belt separators. Send for Catalog.

Invincible Grain Cleaner Company

Invincible Works, Silver Creek, N. Y.

Represented by

W. J. SCOTT, 94 Traders Bldg., Chicago, Ill.
EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.

CHAS. H. SCOTT, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balcherne Block, Indianapolis, Ind.

Caldwell-Barr Grain Purifier AND Process for Purifying Grain.

Fully covered by our several U. S. Letters Patent applications. We can purify Oats, Corn, Barley, Wheat, etc., and remove Mold, Must, Smut, Unnatural Odors, Insect Life and Fungus Growth.

We can take No. 4 and off-grade oats and restore to condition as bright and sweet as Standard or No. 3 Oats, and we can take No. 3 Oats and make as bright and sweet as No. 2.

We can purify all grain with little heat, and our machine will do its own cooling and drying when necessary after purifying, so that no additional machinery is necessary to prepare grain for shipment.

We can dry moist grain and cool warm grain by bringing it in contact with powerful currents and immense volumes of cool air.

Are you interested? If so, write us, and we will send you descriptive pamphlets and prepaid samples of grain before and after purification. Address

CALDWELL & BARR,
Earl Park, - - - - - Indiana



surprised at your giving that order for machines to Just-as-Good & Co. to speculate with your customers' good will—but the price bait was evidently too much for your self control.

When J. A. G. & Co. have gotten through "excusing" non-delivery, when you have, for the twentieth time, had the machine laid up for repairs, when you have gotten through "dickeering" over the price the machine is *actually* worth, and when you have decided to throw the whole machine out of the place—you'll be mighty glad to see the "Huntley Man."

I'm always glad to see a Huntley man. The Monitor machine makes friends for 'em.

A Huntley man can go back to his old customers at any time and get the "glad hand." You never heard the boys "knocking" Monitor machines at the conventions, did you?

As for me, I always like to trade with the fellow I am glad to see.

Yours truly, SAMUEL WISEMAN.

When You Are Glad to See a Huntley Man

Dear John:

Brace up, my boy, the loss of that contract won't break you, and don't forget all the teachings of good old Parson Brown just because you forgot two or three principles of good business.

To tell the truth, John, I was

The Huntley Manufacturing Co.
The Best Grain Cleaning Machinery for Mills and Elevators
THE MONITOR WORKS
SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
CHICAGO, ILL.

CHARLES S. CLARK, Manager.

Subscription Rates:

One dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents must be added for exchange when sending local checks. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, two dollars per year.

Advertising Rates:

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., FEBRUARY 10, 1903.

MUDY ROADS and light receipts will soon be in order.

AS YOU have plenty of time to write let us hear from you occasionally.

DON'T pay too much for grain. The bottom may fall out of the market before you can get a car.

BLESSED is the grain dealer whose elevator is not full, who gets cars as he wants them and whose credit at the bank is not exhausted.

EMBARGO is the latest grief thrust upon the wud-be grain shipper by the rail carrier. Pass it on to the farmer. Tell him to wait.

SHIP your winter shelled corn soon as possible and don't accept any more unless you have cars to load. If farmers must sell buy it in the ear only.

THE FOLLY of cheaply constructed grain elevators is fully illustrated in this number. The first cost of the cheap house is just the beginning of the expense.

RELIEF from the present freight blockade is promised "when navigation opens," which will be some time next spring. Be cheerful, the worst may be yet to come.

SHELLED CORN is stored at country points in such large quantities that even tho' it may be packed in ice it will get very hot if not moved before the germinating season.

CROP EXPERTS have neglected to report all the winter wheat smothered by the heavy fall of snow, but they may

be expected to find some excuse soon for killing at least one-half the crop.

KEEP your eye on your representatives in the state legislatures lest they ignore the interests of your business. Selfishness and ignorance on their part might be dispelled with a very little work by you.

A GOOD ROADS bureau will be established under the Agricultural Department if a bill now pending in the house becomes a law. Better roads leading to your elevator would increase your grain receipts.

MOLASSES, according to late reports from New York city, is soon to displace corn and oats as feed for horses. Feed dealers and horses may object to this innovation but the newspapers seem determined to force it upon them.

RATE-CUTTING has so long been a practice "of the past" that some favored shippers are now out of business, and must continue to rest until the railroads find it difficult to get enough business to keep their rolling stock employed.

CAN winter-shelled corn be carried thru the spring months? Will you continue to buy it thru February and March? Do you think if you cannot get cars to ship any of it out, it will swell and burst your elevator as well as yourself?

CORRESPONDENTS who seek information thru our "Asked and Answered" column will confer a great favor on ourselves as well as those who are disposed to reply, by giving more facts and a clearer statement of the points involved.

INDIANA will soon have a state railroad and warehouse commission if a bill formulated under the direction of the Legislative Committee of the Indiana Association becomes a law. Such a change can surely make matters no worse than at present.

GOVERNMENT control of weighing, grading of grain at terminal points will be the next bugaboo of the grain trade if Senator McCumber's bill gets thru Congress. If the trade is not satisfied with one gang of politicians it may get two to regulate it.

MINNESOTA is likely to have a law against sweeping and pilfering grain from cars soon. A bill has been introduced and is supported by all interested except the thieves, and they do not hesitate to denounce it as a high-handed interference with their rights.

THE Illinois Railroad and Warehouse politicians have about given up their attempt to force their weighing department upon the elevators of East St. Louis, and no doubt they will soon be called upon to explain how and why they established a grain inspection department there. It seems that it was done without any re-

quest from the trade or the supervisors of that county.

OPEN Board of Trade members are now striving to deceive the public by advertising as "Members of various exchanges"; "all transactions placed on regular exchanges." Evidently they are ashamed of the Open Board or else it is too much bother to name it.

REBATES will be a thing of the past if the Elkins bill, providing a fine of \$1,000 to \$20,000 for giving or accepting rebates from the published freight tariffs becomes a law. When all shippers are placed on the same footing the little fellows will have a better chance.

BUCKET-SHOP keepers seem to have a friend in the Minnesota Senate, who has introduced "in behalf of the farmers" a bill providing that all grain quotations shall be public property. Unless the Minneapolis and Duluth exchanges are blind to their own interests they will defeat the bill in the committee room.

TWENTY-FIVE Chicago Lloyds seeking business on the limited liability plan, will be discontinued if the Illinois Insurance Department has its way. The number of strong mutuals is sufficient to make it unnecessary for owners of good elevators to accept policies in Lloyds of doubtful character.

WANTED.—Quick, reliable and lucid information that will make clear why the Southeast insists upon having its oats mixed and its corn white, while New England and the East will buy nothing but white oats and yellow corn. A diagram making clear the reason for these prejudices will be heartily welcomed by the entire trade.

THE principle that those who transact business with agents or clerks are duty bound to inquire into the authority of such agent has again been upheld by the Supreme Court of Wisconsin in the case of the Milwaukee Chamber of Commerce against Bartlett, Frazier & Co., in which the Chamber sought to expel the firm because it repudiated a contract made by one of its clerks; an action forbidden by the firm.

STORAGE of grain in country elevators has seldom proved satisfactory to the elevator owner and never very profitable. An Indiana court has recently decided that the elevator man must pay the farmer for grain lost by the burning of his elevator. Dealers who give storage free should at least protect their own interests by placing a clause in storage certificates to the effect that grain is stored at OWNER'S RISK.

MINNESOTA banks have decided to fight the postoffice and the express companies for the business which properly belongs to them. Hereafter they will sell a draft for \$5 or less for 5 cents,

and sums in excess of that amount at less than it costs to send it through other agencies. Bankers elsewhere should awake, sell drafts at a reasonable figure and shut off the demand for fractional paper currency.

LEGISLATION favorable to the improvement and enlargement of the Erie Canal seems certain, and in time the Empire State expects to have a first-class canal which will accommodate large canal boats and permit their operation in a way which will insure satisfactory service. As water transportation from the west to the seaboard improves, the rail carriers will be forced to lower rates in order to get the business.

OFFICIAL samplers of no exchange have the right to issue certificates of inspection on out-bound grain, even tho it be from a private elevator. The grading of grain must be done by the regular established inspection department if it is to be given the semblance of official work. The exchange which permits its official samplers into misleading eastern buyers as to their authority in such matters is very likely to get into disrepute.

WHEAT syndicates seem to be able to catch larger crops of suckers than any other of the get-rich-quick schemes. Recently four men were arrested in New York city for violating the postal laws because they had been promising a profit of \$200 every 30 days on an investment of \$50. Any man who has a scheme as good as this would keep it to himself, yet gullible people with money rush in for an opportunity to make the two hundred.

THE Interstate Commerce Commission is still trying to find out the real cause of the recent advance in rates on grain, grain products, etc., and in hope of obtaining some light on the subject will hold another meeting in Washington, D. C., Feb. 26th. Evidently the commission overlooks the fact that the railroad managers are determined to earn dividends on the water injected into their stocks during recent years. They justify the advance in rates by their need of the money.

HOW much does it cost to run a grain elevator a year; how much for help, insurance, depreciation, supplies and repairs? Have you ever figured it out? The dealer who carefully computes all legitimate expenses of operation and also the average amount of grain handled thru his elevator will readily determine how much margin per bushel he must have in order to get a living out of the business. We would be pleased to have your estimate on the average year's expenses. A comparison of estimates will surely prove interesting and valuable.

POLICY dictates that the grain dealer must maintain cordial relations with the banker of his town, and if the town supports two banks but only one

grain elevator, then it is to his advantage to patronize both; otherwise he may expect to have competition in the grain business. A live banker is quick to recognize the value of a grain account and if he can not get any business from the dealer, he very naturally starts a grain elevator which will give him business. Bankers are not to blame for all the farmers' elevator companies started, but they are interested in many of them.

BILLS have been introduced into several legislatures providing for the building of switches and the giving of cars for track-loading indiscriminately. If all the bills become laws and are enforced the railroad companies will find it necessary to double the number of cars in order to accommodate the track loaders with warehouse facilities. The cheaper way out of the difficulty would be to pay the elevator man one cent a bushel on all grain loaded out of his house and require him to receive, store ten days and load for all comers. This would facilitate the loading of grain and release cars promptly.

EASTERN railroads continue to refuse to accept grain for seaboard points and, naturally, Chicago shippers are forced out of business. They cannot buy on the floor because western roads will not let cars go to elevators on eastern lines. It takes a long time to get cars switched about the city and then western roads are not sure that their cars will not be reloaded for eastern points. The grain trade is suffering probably more than any other, and no doubt will continue to be sacrificed for perishable freight and coal until the grain dealers rise up and insist on damages for depreciation in value and quality of grain during delay.

SOME SHIPPERS who sell on track obviate a world of grief by insisting upon knowing grade of grain and discount, if any, before unloading of cars shipped in fulfillment of their track sales. It would seem that such an arrangement would make the business pleasanter for the track buyer as well as seller. Then there would be no room left for a kick on discount when settlement is made. The custom of accepting on track sales, anything with discount to cover the difference in quality has been the one great drawback to the track-selling business. The size of the discount is the one point over which the buyer and seller find it difficult to agree.

MISSOURI'S Board of Railroad and Warehouse Commissioners has asked the Governor that it be authorized to pay into the state treasury part of the surplus accumulated by the department thru the practice of "strict business principles and rigid economy." Before now the state inspection departments have reduced their fees when a surplus was accumulated in

hope of returning the money to those from whom it had been collected. Minnesota and other states have assiduously maintained that it was not the intention to assess the grain trade more than the actual cost of inspecting grain. Yet the Chicago department, with a surplus of over \$50,000, saw fit to advance the inspection fees. However, the needs of Illinois politicians seem to be greater than elsewhere.

DEMURRAGE charges have never been paid willingly by either shippers or receivers, and where they have been disposed to dispute the collection of demurrage charges the railroads have experienced much difficulty in collecting. A bill has recently been introduced into the Illinois legislature which legalizes the collection of demurrage charges of \$1 per day by carriers, but it goes further. It provides also that if carriers fail to furnish cars for carload shipments within 48 hours after they are ordered, then carrier shall be required to pay damages of \$2.00 per car, such amount to be deducted by consignor from the freight bill. Shippers and receivers will be well satisfied if they are able to get \$1.00 a car for each 24 hours of delay. They do not ask more than they are required to pay.

MANY country elevators are filled with corn and oats which are neither sold nor hedged against. Experiences with poorly equipped railroads and flighty markets have made the average country elevator operator quite timorous in the matter of selling for any specified delivery or hedging against his holdings. Experiences during the last year have compelled him to doubt his ability to get cars or to get his grain passed into contract grades. Yet these very experiences are forcing him to take chances for heavy losses—chances much greater than the average dealer cares to take. He realizes that, should the railroads get in a position to move grain, the market would be likely to be flooded and prices depressed; and also fears that, if corn is kept stored until the warm weather, it may sprout and get whiskers before he can get a car. The dealer who does any business finds himself on the prong of either one or the other horn of the dilemma and the outlook is not pleasing to many.

WISCONSIN politicians are making some very attractive propositions to the North Dakota Legislature in hope of inducing the politicians of that state to join with them in establishing another grain inspection department to feed off the grain trade of the Northwest. If the farmers and shippers would only stop to consider they would see that the fewer the inspection departments, the less will they be taxed to support the politicians. It is unreasonable to suppose that a Wisconsin department would do any better work than has been done by Minnesota's

inspectors. If the Minnesota inspection is not satisfactory to North Dakota shippers and farmers, the place to complain is before the railroad and warehouse commission of that state. The West Superior promoters of the new scheme may be willing to promise everything asked, but it will not be possible for them to add value to grain. They must inspect out as they inspect in, and buyers will not pay a higher price for the same quality of grain in Superior than elsewhere. Until the grading of grain in that market is learned to be absolutely reliable, grain graded by Superior inspectors would be at a discount in eastern and foreign markets. The tendency of the grain trade of the world is towards uniformity of rules, grades and gradings, and any effort by North Dakota and West Superior to the contrary will cost the promoters heavily.

THE one good effect of the investigation of the Illinois Grain Dealers Association recently conducted by the Railroad and Warehouse Commission, at the behest of the Illinois Central Railroad, is that the association has opened its gates to farmers' companies owning and operating elevators for a reasonable margin of profit. The companies which are organized with a penalty clause providing that members shall pay into the common treasury a stipulated sum per bushel of grain sold to the independent elevator operator are organized primarily to destroy the business of the regular elevator man and drive him out. The purpose is not one which any honest man can uphold for a minute. It is more than a disreputable combine for the purpose of advancing common interests; it is really a combine of anarchists plotting the down-fall of a business man who has invested his money and time in providing an open market the year around for their grain. Farmers' elevator companies, which are organized to do business at a profit and provide modern facilities for storing and shipping grain, are considered legitimate in every sense of the word by the different state and local associations and are entitled to recognition. It does not matter that the stockholders will soon quarrel and cause a breaking up of the company. Since they have facilities and do business according to modern business principles they are entitled to be considered regular dealers. It seems that altho the farmers are seldom able to point to a grain dealer who has accumulated a fortune in the grain business, they seldom stop to consider the cost of operating a grain elevator. Frequently do we publish notices of failure of such companies. One will be found in the Colorado column this number, which will result in a loss of over \$50,000 to the farmers interested. A few years' experience in the business generally satisfies them that the grain dealer is not exacting more than a reasonable profit on the grain he

handles for them, and they are content to retire.

Annual Meeting Northwestern Ohio and Eastern Indiana Grain Dealers Association.

Members of the Northwestern Ohio and Eastern Indiana Grain Dealers Association held their annual meeting at the Wayne hotel, Fort Wayne, Ind., on the afternoon and evening of Feb. 5.

The dealers discussed the car shortage, discounts, the improvement of weights and grades at terminal markets, and a number of other topics of interest.

J. A. McCaffrey of Pittsburg delivered an interesting address on the subject of Railroads' Non-Delivery of Grain.

The new officers elected for the ensuing year are: Pres., Frank Windiate, Paulding, O.; vice-pres., J. M. Deweese, Montezuma, O.; sec'y-treas., C. G. Egly, Berne, Ind.

The banquet which followed was a very enjoyable affair. C. S. Bash spoke in favor of establishing a railroad commission for Indiana. Among the ladies present at the banquet were Mrs. I. F. Beard, Huntington; Miss Lillian Egly, Berne; Mrs. E. M. Wasmuth, Roanoke; Miss McMillan, Van Wert; Mrs. Thos. Ireton, Van Wert; and Mrs. H. B. Huffman, Pittsburg.

Andy Kuhl of G. A. Hox & Co., Baltimore, made a hit with his neat little speech.

Pittsburg sent a handsome delegation; Ren. Martin of Herb Bros. & Martin; H. B. Huffman; Jos. A. McCaffrey of Daniel McCaffreys Sons Co.; A. S. Garman of Huntley Mfg. Co., Akron, O., and T. M. Van Horn of Indianapolis were the machinery men in attendance.

Toledo boys attended as an All-Star Team. C. Knox of Reynolds Bros, Harry Cuddeback of W. A. Rundell & Co. and Arthur B. Emmick of Worts & Emmick made up the trio.

Among the dealers from Ohio present at the meeting were: J. M. Deweese, Montezuma; J. F. Fisher, Mendon; H. C. Fox, Coldwater; T. S. Gilliland, Van Wert; Henry Harris, Antwerp; Ireton Bros., Frank Longwell, Dale McMillan, Van Wert; W. F. Palmer, Celina; Will Singer, Dixon; Frank Windiate, Paulding; Joseph Dornung, Antwerp; C. E. and J. W. Dow, Chane's Crossing; E. R. and O. Mozier, Dull; S. L. Harrison, Antwerp.

Indiana dealers in attendance were: Amos Hirsch, C. G. Egly, Fred Neaderhouse, Berne; C. E. Bash, I. F. Beard, Frank Winebrenner, Huntington; E. L. Carroll, Dull Bros., J. W. Sheller, Decatur; L. M. Fishbaugh, Bippus; Ed. F. Koenemann, Hoagland; Harvey Eichenbary, Tipton; J. C. and D. E. Richards, E. M. Wasmuth, Roanoke; J. W. Sale, Bluffton; Max Kraus, C. R. Tuttle, Columbia City; P. E. Goodrich, Winchester; Nathan Shepard, Geneva; M. C. Niezer, Monroeville; Menno Yaggy, Woodburn; Albert Egly, Grabill.

Cincinnati grain brokers have been told by some railroads to close their offices, as no shipments of grain could be accepted.

Beans and peas amounting to 1,018,223 bus. were imported during 1902, compared with 1,178,697 bus. for 1901, as reported by O. P. Austin, chief of the bureau of statistics.

Cobs.

Malt amounting to 405,124 bus. was exported last year; compared with 368,892 bus. for 1901.

Corn oil amounting to 3,534,929 gal. was exported during the past year; compared with 5,187,071 gal. for 1901.

Hay amounting to 87,671 tons were exported during the 12 months ending December, 1902, compared with 134,792 tons for 1901.

Rice exports for 1902, amounted to 494,465 pounds, compared with 545,058 pounds for the 12 months of 1901, as reported by O. P. Austin, chief of the bureau of statistics.

The glucose exports for 1902 amounted to 104,647,048 pounds; compared with 175,834,087 pounds for the preceding year, as reported by O. P. Austin, chief of the bureau of statistics.

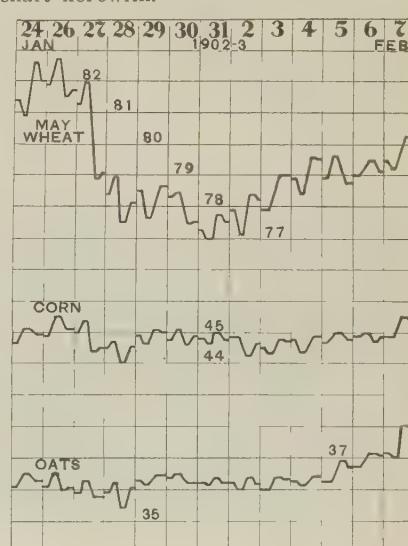
Taking off the 20-hour limited between Chicago and New York by the Pennsylvania Railroad is said to have effected a saving of one day in the time of all freight trains between Chicago and the seaboard.

Seeds exported during 1902 were: Clover seed, 10,251,077 pounds; flaxseed, 4,046,178 bus.; timothy seed, 12,157,917 pounds; and other grass seeds valued at \$588,486; compared with clover seed, 6,767,643 pounds; flaxseed, 3,581,875 bus.; timothy seed, 5,635,631 pounds; and other grass seed valued at \$249,022, for 1901, as reported by O. P. Austin, chief of the bureau of statistics.

Fargo, N. D.—Flax immune to the "wilt" is said to have been developed by Professor H. L. Bolley of the North Dakota Agricultural College. In the greenhouse at the college are twenty trial boxes of these immune flax plants growing upon thoroughly flax sick soil, in which common flax dies before one month old from the seed. Mr. Bolley says it will take some time to learn whether such immunity will be permanent, but that if it is, enough seed from the immune flax to supply the entire northwest can be grown in a short time, and the dreaded question of flax wilt will be effectually overcome.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago, for two weeks prior to Feb. 9, are given on the chart herewith.



LETTERS FROM THE TRADE

ROADS BAD: SUGGESTS A CAR CARNIVAL.

Grain Dealers Journal: Plenty of time to write at this time. We are having our holidays now. Elevators all full up to the neck, farmers are beginning to realize the situation and are having more patience with poor Mr. Elevator Man.

Railroad agents are beginning to tell us that they think possibly they may be able to furnish a few cars in 2 or 3 months, and admit they are going to quit lying about it, if the truth in them will hold out.

Quite a good deal of corn yet in fields, more than common at this season of the year. Mud seems to be the order of things now; snow all gone excepting a few drifts and roads again in a complete "loblolly." Say, why not have a "car carnival"? They are getting to be quite a rarity.—W. D. Jones, Mattoon, Ill.

DRYING A BENEFIT TO CORN.

The Grain Dealers Journal: I was much interested in the views, expressed in the Journal of Jan. 25, by various parties on the subject of kiln dried grain. Being a practical grain dealer and having had a good deal of experience with different methods of drying grain I can say without fear of successful contradiction that grain treated properly through any properly constructed drier where a free ventilation is obtained is benefited whether it contains 5% of excess moisture or 20%, and there is no reason why corn or any other kind of grain should not carry the grade its appearance, condition and quality entitles it to after it has been dried.

Corn that contains excess moisture beyond its ability to keep in condition while in store (and having no other damage such as being sour or discolored) it is nonsense to assert is made poorer by taking out this moisture than its appearance shows it to be after the operation of drying is performed. There is no chemical test made before or after drying that shows any detrimental effect providing the drying is properly done.

In the main Mr. Hess in his communication to the Journal of Jan. 25 has handled the subject in a very intelligent manner.—F. R. Morris, Milwaukee, Wis.

PITTSBURG HAS AMPLE STORAGE.

Grain Dealers Journal: I see it stated that some members of the Ohio Grain Dealers Association are considering a proposition to erect an elevator here, and the reason given is that there is not sufficient elevator capacity for the growing trade of Pittsburg.

I should be very glad if such a scarcity existed. We have two elevators here on the Pennsylvania Lines, viz., the Central and the Iron City, with a combined capacity of about half a million bushels. If they were unable properly to care for the wants of the trade it would indicate a very healthy condition; but, the facts are exactly the reverse. I know something about the matter, and feel sure that at no time in the last five years has there been grain enough stored here to take up 50% of their capacity. The rates given are three-fourths of a cent per bushel for each thirty days with the privilege of prorating, at through rate of freight, if grain originates on Pennsylvania Lines. No charge whatever for switching. I have

often wondered that shippers did not take advantage of these rates. The fullest publicity has been given them, and yet comparatively very little is stored here by western shippers.

I am heartily in favor of having all grain received here handled by elevator companies so as to obtain accurate weights and grades. Until more is handled, in this way, it is a mistake even to think of putting up more elevators, and my object, in writing, is to prevent, so far as I can, any parties investing in property here, which, judging by the experience of present stockholders, in that kind of property, has been a losing business. I feel sure the suggestion has been made by some designing person for his own advantage, or, to secure a position for himself at the expense of subscribers to the stock.

I don't imagine anything will ever come of it, but, if any of the members of the Ohio Association or any other association are considering the question I would advise them to send a committee down to Pittsburgh to examine the situation fully before any action is taken.—R. S. McCague, Pittsburg, Pa.

THE RAILROAD SITUATION—ADVISE FARMERS TO WAIT.

Grain Dealers Journal: We doubt if any dealers will ever forget "the car situation of January, 1903." However, the



Viewing the Railroad Situation.

market has remained remarkably steady, and if the dealers who are now loaded with grain will sell it when they see some indication of being able to move it, most of them will have some profit.

On Jan. 17 we stated, "Owing to blockade on so many roads, and general congestion of business, we believe every dealer should caution the farmers not to haul corn too fast, as there is no telling when they will be able to secure cars."

As most elevators are unable to receive grain now, we believe it will be unwise to allow customers to commence hauling soon as a car is received. It will be easier to keep them from hauling than to stop them again. Even if the embargo is raised, the railroads cannot give all relief at once. More than that, most banks are carrying all they can now. They have accommodated their customers believing the embargo would only last a few days, and they as well as the railroads must be considered.

If all the grain could be moved at once it would have a tendency to depress prices, and shippers would likely suffer loss on grain unsold, as well as put the price down on the farmer. It now looks like the shipping demand for corn will continue good; moderate receipts will likely hold prices steady, and the farmer is the one who can hold the grain without a hardship. If the dealers work together they can handle the situation in such a manner that it will not be a burden to any. So far as we know there is very little relief to be expected from the railroads soon. Some roads, we are informed, are closed tighter than ever.—E. A. Grubbs Grain Co., Greenville, O.

DO YOU WANT?

Grain Dealers Journal: If any readers of your Journal are not members of their association we ask them to consider carefully the following:

Do you want to be friendly with your competitor? If so, you must look at his good qualities. Always try to see something favorable, and try to get him to like you. Follow this plan, and you will feel better.

Do you want a satisfactory business? Then have the friendship of your competitors, and you will feel that you can take a day off without your competitor getting your trade by overbidding. Writer heard an old dealer say that he had not known what it was to be contented for thirty years, until he joined the association. Now he can go away and stay a month and be sure of getting any grain that the farmers want to let him have.

Do you want to make money—good, clean money—money you can enjoy? If so, work in harmony with your competitor. Pay the farmer all his grain is legitimately worth, and grade it where it belongs. Don't pay the same for poor grain, that you do for good, expecting to mix it in and get full price for it. If you do, you encourage poor farming. Don't pay more than grain is worth. If shipped out without profit, it is like time forever gone. Urge your farmers to sow white oats, and either plant all white corn or all yellow. Get them to stop planting mixed corn and sowing mixed oats, and, by the way, it is time everyone was looking after seed corn. Much of this corn may not grow, and it is time tests were made.—E. A. Grubbs Grain Co., Greenville, O.

PRIVILEGES A DETRIMENT.

Grain Dealers Journal: I have asserted that the trading in privileges kept many of our young men, and clerks connected with the Board of Trade, paupers; and, since its abolishment, members have acknowledged this to be true. It occurred in this way: If a young man had five or ten, and perhaps twenty-five dollars, he would buy a privilege at \$1 per 1,000 bus. for the following day. The market might not go his way, so he could make his privilege pay him, and his money would be lost. Many would follow this to the detriment of their personal or family needs.

Then again, it is, or was, a great detriment to the legitimate market. Sellers of these "puts and calls" would manipulate the market, so as to hold the market from going up or down, so that for days the futures would be held in a "rut." If the sellers had sold a large amount of "calls," they would sell enough wheat to keep the price from advancing; if they had sold "puts," they would buy enough to prevent the market from declining.

I believe it a great detriment to a legitimate market to be hampered by the privilege trading. Many who depend upon the speculative trade, claim it drives trade away from our Board. I am one who believes that, if the prosperity or existence of the Chicago Board of Trade depends upon, or needs this line of business, the sooner it falls, the better; but I claim it does not need it. The standard of our membership has greatly improved, legitimate business has increased and memberships trebled in value since the privilege trading has been prohibited.

It is claimed that some of our members have secured a large business between our members and outsiders by trading in privileges in Milwaukee. Those

who have done so, have done it, putting it mildly, under cover and to-day have much less respect for themselves and of the business men of the Board. I believe it is time for business men to stand up, demanding only manly business principles of its members, and remember what the Board was organized for, and let us handle the grain, seed and provision business of this great middle-west and west as men and not stoop to every devised method to "scalp" out a dollar.—I. P. Rumsey, Chicago.

Screenings.

Flax growing is becoming popular in Australasia.

The Hamburg Boerse complains of the quality of American grain.

The complaints made by Hamburg dealers, of the poor quality of American grain,

the consequent shrinkage has totaled 4 $\frac{1}{4}$ c, so that corn sold to New Orleans at 41 $\frac{3}{4}$ c track in Central Illinois netted the shipper 37c. "All that glitters is not gold."—Pope & Eckhardt Co.

Rice amounting to 335,642,108 pounds was imported by the Philippine Islands in the seven months ending July, 1902, compared with 236,230,992 pounds for the same period of 1901, as reported by the War Department.

Imports of grain into the Philippine Islands for the seven months ending July, 1902, were: barley, 19,540 bus.; corn, 133 bus., and oats, 4,102 bus., compared with, barley, 20,442 bus.; corn, 77 bus., and oats, 2,306 bus. for the same period of 1901.

Wagers at large odds are freely offered that the Springfield Solons will not enact the senate bill compelling the R. R. companies to pay demurrage of \$2 per day

Collapse of Elevator at Freeland Park, Ind.

The elevator of Collier & Songer at Freeland Park, Ind., was completely wrecked on the evening of Jan. 28. The building collapsed at 7 o'clock, and the fotograf reproduced herewith show the ruins as they appeared at noon the following day, when small sections of debris had been dragged to where the rake stands to allow teams to drive up into the grain.

The grain was thrown out a distance of 150 feet, together with a section of roof, near where the windmill appears. Here the grain was several feet deep. The elevator contained 12,000 bus. of oats and 44,000 bus. of white and yellow corn.

When the owners, G. W. Songer and L. C. Collier of Hooperston, Ill., were informed of the disaster that had befallen



Collapsed Elevator at Freeland Park, Ind.

referred to early arrivals of damp corn from Baltimore and have now wholly ceased.

The Amazon Fire Insurance Co. has been ousted from the state of Ohio by the courts, as a wildcat.

Congress has passed the bill appropriating \$1,500,000 for a new building for the Department of Agriculture.

The exports of hemp from the Philippine Islands for the seven months ending July, 1902, amounted to 55,271 tons, compared with 74,397 tons for the same period of 1901.

Reports from New Orleans show that a large percentage of Illinois corn grades No. 4 there, upon which the discount or expense averages 4c per bu. to the seller. In some instances the cost of drying and

on cars not furnished for tonnage tendered. They collect demurrage now, but strange as it may seem, railway companies find the average granger legislature "easy to handle" when it comes to the avoidance of payments to—it's patrons or the public.—Pope & Eckhardt Co.

Another crop of suckers sheared. St. Louis blind pool did it. They took hide and all and claimed more. They say corn was the cause. It is the same old story, only it took a longer time. It looked as if they had an endless chain of suckers. Lock up your pocketbook and turn a deaf ear to everybody who claims to have discovered a sure thing system for beating the grain or any other market. They would not be seeking partners among strangers.—C. A. King & Co.

them, they at once communicated with the Chicago & Eastern Illinois Railroad, on whose line the building stood, and were furnished with cars needed to ship the grain. Farmers hauled the grain to the elevator of Kirkpatrick Bros., at the same station. Manager W. W. Wilson, of Kirkpatrick Bros., tried to separate the corn and oats, but gave it up as too slow. The loss on the building is \$8,000.

The piers underneath the center of the building gave way first, throwing more weight on the north wall, which dropped and allowed the structure to fall to the north as if it had been pushed over. The view showing the office was taken from a point directly east of the ruins, and the other fotograf from the southwest. The house will be rebuilt.

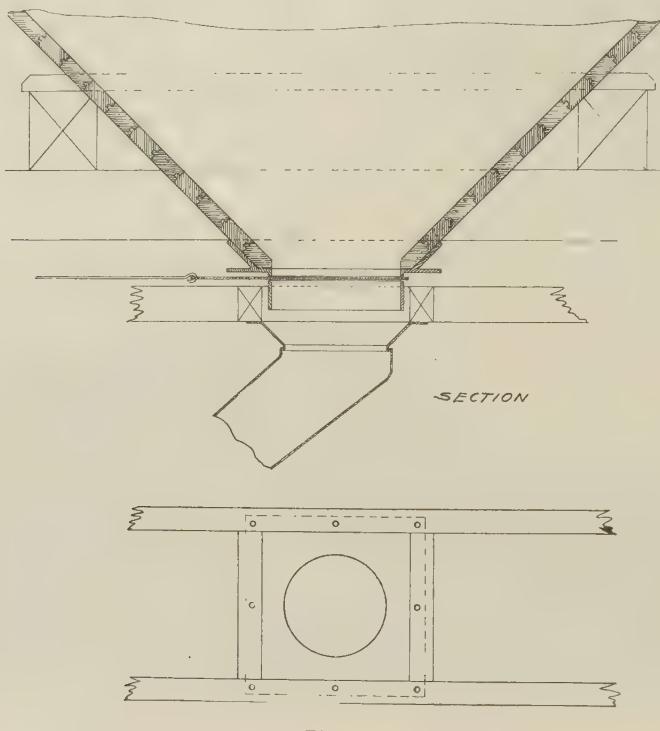


Views of Collapsed Elevator at Freeland Park, Ind.

Discovery of a Dust-Clogged Scale.

Frequent inspections and persistent care are the price of correct weights as well as other things dealers desire.

The last of January, when the weighmen of the Chicago Board of Trade Weighing Department called at headquarters to get supplies and pay, they were confronted with the following notice:



Bottom of Scale Hopper Showing Where Dust Clogged.

H. A. FOSS,
BOARD OF TRADE WEIGHMASTER,
Chicago.

Jan. 31, 1903.

A. E. Schuyler,
Ass't Weighmaster.

To the Tallymen:

Attached to this paper you will find a chunk of dust and chaff that was found between the bottom of a scale hopper and the independent revolver. The scale was clean when it was empty, but settled down upon this dust when loaded. The space between the revolver and the scale hopper should be examined when the scale is LOADED.

Yours truly,
J. A. Schmitz.

Transfer elevators are noted for their dust and dirt, hence every scale which handles much grain will soon be covered with dust arising from the grain. Around the bottom of the hoppers of most of the Chicago elevator scales are placed canvas curtains to reduce the amount of dust emitted from the opening between the scale hopper and the spout below. The dust accumulates on the top of the frame of spout below. It did not interfere with the weighing of the scale except when the hopper was loaded to its full capacity. Then it rested on the accumulated dust and prevented the scale weighing correctly.

There should be a clearance of at least one inch between the bottom of the scale hopper and top of distributing spout, even when hopper is loaded to full capacity. Where the upper edge of the distributing spout is bevelled it is not likely that

the dust will accumulate in sufficient quantity to cause any trouble, but where a flat surface is presented it is a very easy matter for the dust to accumulate in large quantities.

In the engravings given herewith the cut of plan shows edge on which dust settled. The opening between the hopper and the spout, altho small, is clearly shown by the sectional view.

It can do no harm to examine your

ASKED AND ANSWERED

IS CARRIER LIABLE?

Grain Dealers Journal: We billed a car of grain "shipper's orders," notify John Smith, Ky. Smith refused to pay draft but nevertheless the railroad company delivered the grain to John Smith without his presenting bill of lading. Is the railroad company responsible to us for the grain, or must we fight it with Smith?—S. & S. P.

WEIGHTS SEALED FREE.

Grain Dealers Journal: Some time ago I read in the Journal that some one in Chicago would correct and seal scale weights free of charge. Where is it? I have forgotten.—Geo. E. Wilson, Hepburn, Ia.

Ans.: Send hanger weights, charges paid, stating size and make of scale, to H. A. Foss, Board of Trade Weighmaster, Chicago, who will seal them free of charge.

TO MEASURE EAR CORN IN CRIB.

Grain Dealers Journal: Will some reader of the Journal please give the rules for ear corn measurement in the crib? We have several rules now, but no two figure out the same number.—Shannon Grain Co., Shannon, Ill.

Ans.: According to dryness ear corn will vary from 3,850 to 4,000 cubic inches per bu. In order to depend on the corn holding out when shelled the dealer should figure 4,000 cu. in. to the bu. Find the number of cubic inches in the bin and divide by 4,000; the result is the number of bus.

STATE WEIGHERS IN OHIO.

Grain Dealers Journal: I would like to have the superintendent of my transfer elevator appointed state weigher, and would like to know how to go about it.—Ohio Dealer.

Ans.: Ohio has no law providing for the licensing of state weighers at points where there is not a regularly organized merchants exchange. A general Ohio law gives power to boards of trade, etc., to appoint weighers and inspectors to serve under the supervision of such bodies; but it is understood that the work of such servants must be confined to the immediate market or locality under the control of such organization.



A Small Piece of the Accumulated Dust Removed From Scale.

FARMERS' CO-OPERATIVE MOVEMENT.

Grain Dealers Journal: What effect will this farmers' co-operative movement have on the regular grain dealers? Farmers are organizing and building or buying elevators. Will the grain dealers' associations be able to govern this thing and control it so as to let all regular dealers have their rightful margins for handling grain or do the farmers as a rule crowd the regulars out and aim to do the business merely for the cost of operating?—H. & H.

Ans.: The history of the farmers' co-operative efforts in the grain line is one continuous record of failures, not always because they were unable to pay expenses, but generally because they did not reap the large profits promised, hence did not find sufficient grounds for continuing in the business. Many of these co-operative movements are the result of dissatisfaction on the part of the farmers who take the initiative to organize a company, but the majority are started by some schemer who wants to swindle the farmer. Without the supervision and constant push given it by the man who makes the grain business his business, the elevator must be operated at a loss instead of the much-talked-about gain. Few farmers' elevators have been operated to exceed ten years and the majority do not last four years.

MEANING OF IMMEDIATE SHIPMENT.

Grain Dealers Journal: It has been the custom here, and we have always figured that "prompt shipment" meant 7 days; "quick shipment" 5 days; "immediate shipment" 3 days. "Ship immediately" we would consider to mean one day, although do not know that there has ever been a ruling on that point. When we are buying or selling grain for one day's shipment, we generally specify "now loaded." The inability to get cars, does not in any way relieve the seller of liability to the buyer for loss occasioned by non-delivery. We never knew of such a claim to hold, and practice here is that when grain is not shipped within the specified time the seller must then make arrangements in regard to settlement.—S. C. Bartlett & Co., Peoria, Ill.

Grain Dealers Journal: We cannot see any difference between the terms "Immediate shipment" and "Ship immediately." We have never had occasion to define the two terms and from the reading of it we would infer that there was no difference. Inability to get cars within the specified time does not relieve seller of liability to buyer for loss occasioned by non-delivery. When a shipper agrees to make shipment within a certain time he takes the responsibility of furnishing the cars. We have never known of an excuse of not being able to furnish cars held as being valid for non-fulfillment of contract. — Irwin, Green & Co., Chicago.

Grain Dealers Journal: The general understanding among the eastern grain trade is that "prompt shipment" shall be ten business days; "quick shipment" five days, inclusive of Sundays or holidays; "immediate shipment" three days, inclusive of Sunday or holidays. Where grain is offered for any specified number of days shipment, say fifteen days, such time is always inclusive of Sundays or holidays. We should say that there might be a question as to a difference between

the terms "immediate shipment" and "ship immediately." We should say that "ship immediately" would mean a quicker loading than "immediate shipment," although we have never bought any grain on such terms.

We do not understand nor does anyone else in the eastern grain trade that a seller's inability to get cars within a specified time relieves him from liability, and we have never known of such an excuse to hold if the buyer wished to take advantage of his rights. Under the rules of the Boston Chamber of Commerce if grain is not shipped within the contract time, whether for inability to secure cars or for any other reason, the eastern buyer has the right to buy grain that will fill the contract and charge the shipper with the difference.—Herman L. Buss, per J. B. Perry, attorney, Boston, Mass.

Grain Dealers Journal: Under our rules, when no time is designated, fifteen days are allowed. If "prompt shipment" is designated, ten days are allowed. When the term "quick shipment" is used, five days are allowed. In case earlier shipment than five days is desired it is usual to designate the number of days, and for that reason the terms "immediate shipment" or "to be shipped immediately" are seldom used. It would be difficult to recognize any difference between those two terms. To our mind, if such an interpretation were possible, we would say that the term "ship immediately" would require quicker action than the other.

Inability to get cars within a specified time certainly does not relieve the seller of liability to the buyer for any loss occasioned by non-delivery. We never knew of such an excuse to hold.—W. M. Bell & Co., Milwaukee, Wis.

Grain Dealers Journal: Off handed we would say there was no difference between "Immediate shipment" and "Ship immediately." It looks to us like an expression used between buyer and seller. A seller offering grain may naturally say "immediate shipment." The buyer accepting offer would probably say "ship immediately." This is the only difference we can see between the two expressions.

In regard to getting cars, we would say there was no argument whatever. A seller when he sells grain for a stipulated shipment is compelled to furnish it or stand the consequences, or have the buyer buy it in, as the regular rules call for. The inability to get cars has nothing to do with buyer of the grain. The seller is the man that has to get them, and should look out for it that he could get them before he makes the sale.—Pratt & Co., Buffalo, N. Y.

Grain Dealers Journal: The term used for specifying time allowed for shipments of grain in our market are "Prompt shipment," and "immediate shipment." The term "immediate shipment" is understood to mean shipment within three days, Sundays and holidays excepted; and "Prompt shipment" means shipment within ten days.

As regards the difference between the terms "Ship immediately" and "Immediate shipment," we would say that ordinarily we would construe the two terms as containing the same import and meaning. There may be, however, some conditions arising in the contract that would modify our decision or opinion upon the subject.

Inability to get cars within a specified time does not relieve the seller of lia-

bility to buyer for loss occasioned by non-delivery. He took the risk of being able to get cars and make the shipment within a specified time, hence his inability to get cars does not relieve him of liability. He is unquestionably bound to the seller. We never knew an excuse to hold. On the other hand, we knew a case hotly contested in law that did not prevail.—Thos S. Clark & Sons, Baltimore, Md.

Grain Dealers Journal: Some years ago, on account of a railroad blockade, a seller was unable to make delivery on time, and that the arbitration committee of the chamber of commerce held delivery as still good, in that case, the seller having made all possible efforts to deliver, but could not do so on account of the inability of the railroad to furnish cars.

There is no such a thing in our market as arbitrarily declaring a deal off by either party, and all transactions in dispute must be settled according to rules.

I do not recall but one term of delivery that I do not see in the printed rules, and that is "Spot," which means "Now on track at time of sale." However, there is necessarily considerable leniency between the trade here, as an example, on December 15 I bought a car of feed for quick shipment, and it was not delivered to me until the 6th day of January, but I knew the seller had used every effort to get a proper car to load the feed according to terms of sale.—Joseph H. Martin, Minneapolis, Minn.

BILL OF LADING DELAYED.

Grain Dealers Journal: Altho the B-L was delayed "Hoosiers" filled the contract in every respect. C. F. Rockwell & Co., Buffalo, N. Y.

Grain Dealers Journal: Car of oats sold for 15 days' shipment and started inside of that time, we would take as filling the contract. If a loss was sustained by carelessness in presenting the B-L to the receiver this should be borne by the shipper or blame placed for this where it belongs. This car, we presume, was an order shipment. Had it been shipped in the receiver's name there could be no question raised as to the responsibility, as the receiver could have used the oats to meet his requirements just as soon as they arrived.—Austen Bros., Pittsburg, Pa.

Grain Dealers Journal: In reply to "Hoosiers" who delayed sending B-L as reported in the Grain Dealers Journal of Jan. 10, page 25, we would say he has not filled the contract for the sale of the oats.

While it is true that there is nothing in the contract stating when the draft or B-L must be presented to the purchaser, yet at the same time from the way we view it, we do not think that the seller has complied and fulfilled his contract, on account of holding the B-L back. If the seller can show that he deposited the B-L in the bank with draft attached on the Toledo purchaser on or before Sept. 7, we would then consider that he had filled his sale. Or if he had mailed the B-L direct to the purchaser within that time, but if the seller cannot show this to be a fact, we certainly would take the ground that he had not complied with the terms of his contract. Merely shipment or having B-L signed we do not take as fulfilling a contract. The seller must carry out the ordinary customs of business so that the buyer will be enabled to receive and obtain possession of

the grain when it arrives at destination, not only to prevent demurrage charges accumulating, but in order that the buyer can fill his contracts.—Brinson-Judd Grain Co., St. Louis, Mo.

Grain Dealers Journal: If we buy No. 3 or better corn we should consider that if all graded No. 3 we could not complain. But, usually, such contracts are filled with any grade not below 3, and if some or even all grades 2, seller would have no claim for higher grade. We reply as dealers, as we do no exporting.—Wm. H. Matthews & Bro., New Orleans, La.

SETTLEMENT FOR NO. 2 CORN ON NO. 3 CONTRACTS.

Grain Dealers Journal: Our bid is for No. 3 or better corn, and of course we expect to receive more or less No. 2

of defaulted contracts. The fact that a portion of the corn grades above the contract is merely an incident, and carries no weight with it when settlement is made. At the same time it is presupposed that the original bid contemplates and carries with it a profit to the buyer. Therefore, in case of cancellation, this profit should be taken into consideration. In the case cited, the fact that there are few buyers of No. 3 corn in the market named and that they fix their own price, appears to us to have nothing to do with the situation, for this same state of affairs existed when the bid was originally made.—McReynolds & Company, Chicago.

SHOULD SELLER OR BUYER PAY DIFFERENCE IN RATE?

Grain Dealers Journal: We are the largest shippers of grain in the Shenan-

vator, and we did so. The rate turned out to be 2 cents higher to these points than rate from Rippon and Berryville.

We claim to have acted perfectly in accord with the contract. They claimed we did not, and held us for the 2 cents difference in rates. We want to do what is right, but it looks to us if we were to buy grain from a Chicago dealer to be shipped from Baltimore rate points, then order the grain shipped to points taking a 2 cent higher rate, that we would be liable for the difference. This seems a parallel case to ours. We would thank readers of the Journal for an expression in the matter.—Reed & Long, Rippon, W. Va.

Death of T. T. W. Bready.

In the prime of life and of powerful physique, the death of T. T. W. Bready, president of the Winnipeg Elevator Co., while on a visit to Texas, was a severe shock to his many friends.

Mr. Bready arrived at Houston, Tex., Jan. 4, where he intended spending a part of two months' southern trip, which was to include New Orleans, San Antonio and Cuba. He made many friends at Houston, where he was the guest of H. C. Archer, general agent of the Kansas City Southern. On the night of Jan. 13 he retired in apparent good health, but never awoke. The cause of death was apoplexy.

After having spent six years in the barley trade at Thedford, near London, Ont., Mr. Bready went to Manitoba in 1883 to engage in the hotel business, with which his connection, however, was short. His knowledge of the grain business led him to form a connection with D. H. McMillan Co., and the Lake of the Woods Milling Co. In 1891 he was one of the firm of S. P. Clarke & Co., which later became the Northern Elevator Co.

In 1897 the firm of Bready, Love & Tryon was formed, becoming the present Winnipeg Elevator Co. in 1899, and of which Mr. Bready was president up to the time of his death. He showed wonderful energy and judgment in his business and pushed the company rapidly to the front, the company now having 79 elevators, all of the most modern construction and with every improvement for the rapid handling of wheat. He prided himself on his line of elevators, which is admitted to be the finest on the continent.

Mr. Bready was highly esteemed by his business associates, and was regarded as a most valuable member of the Winnipeg Grain Exchange. He was a member of the Dominion board for the examination of grain inspectors and of the survey board of the Manitoba grain inspection division.

Buckwheat exports during 1902 amounted to 239,203 bus.; compared with 667,747 bus. for the year previous.

Beans and peas amounting to 264,520 bus. were exported during the 12 months ending December, 1902, compared with 404,811 bus. for 1901.

The exports of foreign beans and peas amounted to 37,528 bus. for the past year, compared with 135,225 bus. for the preceding year.

"The farmers have a right to organize if they think they can handle their grain better than the dealers, but that right ceases to exist when the erection of their house is nothing more than a pretense to compel others engaged in the same business to pay more than markets warrant."



T. T. W. Bready, Deceased.

on sales. From some point we get almost all No. 2 and from other points all No. 3. In making these settlements, how are we to proceed? Shall we base the settlement on price of No. 2 or No. 3, or shall it be an average price between the two grades?

Again, in our bids we offer St. Louis, East St. Louis or destination weights, which we intend to give us the option to send grain to seaboard if necessary, and it has been necessary in the case of No. 3 in order to get anything like a good price for it, as there are but few buyers of No. 3 corn in St. Louis and they name their own price for No. 3—Buyers.

The Grain Dealers Journal: Bids issued for No. 3 corn or better are based on the ruling market for No. 3 corn and the fact that a certain amount of two corn, either large or small, is received on the contract should have nothing whatever to do with the basis for settlement

doah Valley, and last fall a large grain dealer from the south, we will say Mr. X, came to our office at Rippon, W. Va., and made a contract with us for 20,000 bus. of corn to be shipped by Jan. 1. The contract reads: "This is to certify that the X Co. has this day bot of Reed & Long, and Reed & Long sold to us 20,000 bus. of No. 2 corn at 65 cents, f. o. b. their track, to be shipped in our sacks; shipment to be made as we may direct, and from points taking the same rate of freight as from Rippon, W. Va., and Berryville, Clarke Co., Va., to Salisbury, N. C."

We were operating several grain elevators and among them one at Summit Point, W. Va., from which place we found the freight rate exactly the same as from Rippon and Berryville, as aforesaid. The X Co. gave us orders to ship 2 cars of this corn to interior points in North Carolina. It suited us to ship these 2 cars from our Summit Point ele-

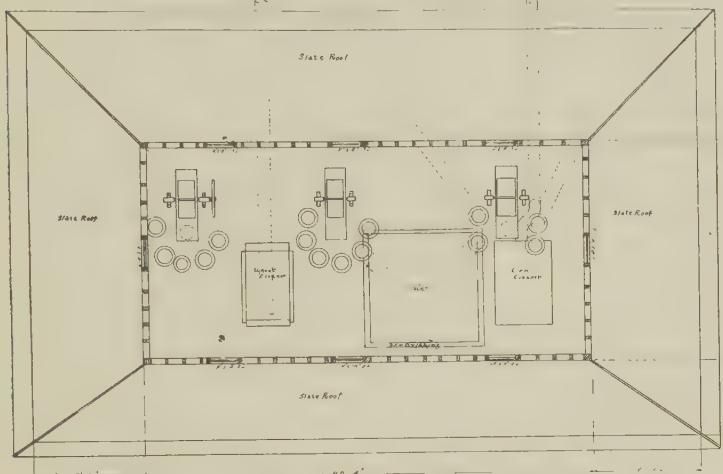
Plan of Large Country Elevator

An elevator which is planned on an ambitious scale, but has not yet been erected, is shown in the drawing reproduced herewith.

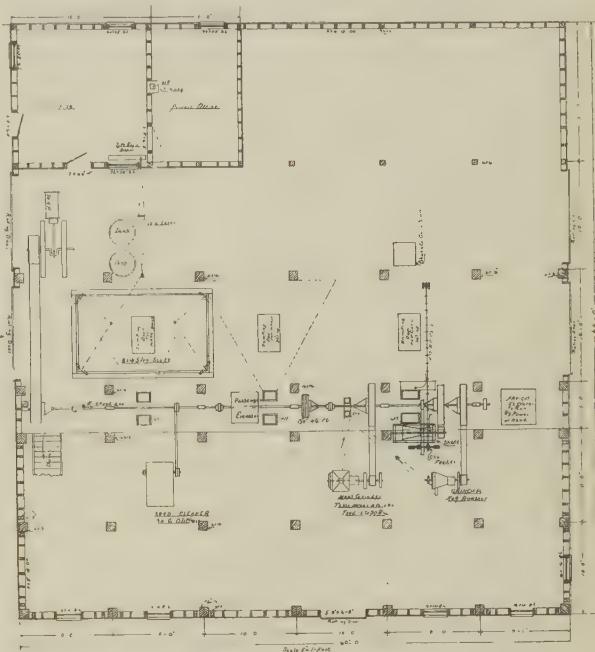
The building is 664 feet and 75 feet from floor of basement to ridge of roof. The walls are cribbed of 2x6 and rodded thruout with $\frac{3}{4}$ -in. iron. The main storage is in 12 medium size bins; 6 other

storage capacity the higher rate demanded on the grain on account of these hazards is a very serious matter.

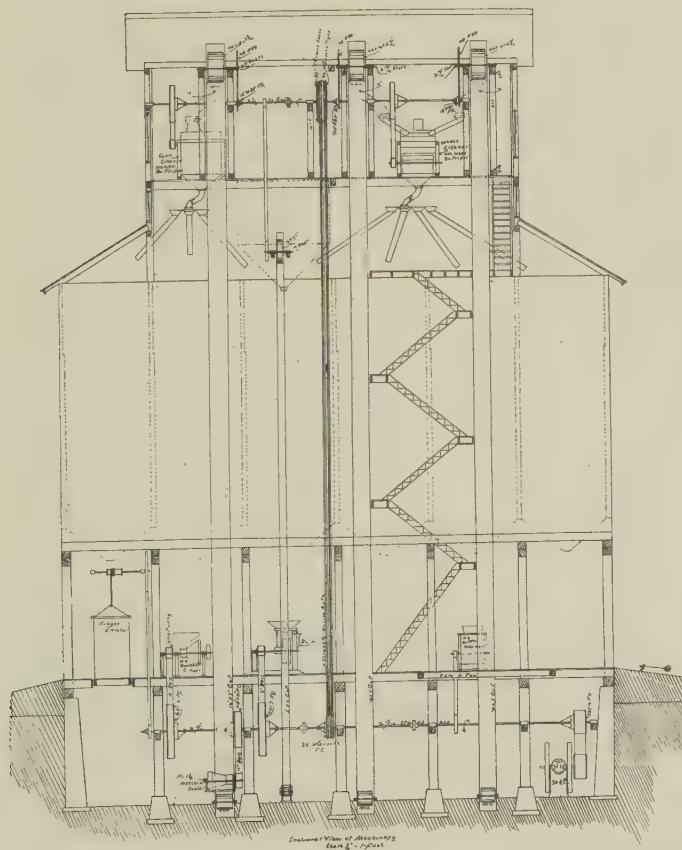
except rope drive to cupola, and sprocket chain to elevator head pulleys. The house has 3 stands of elevators.



Floor Plan of Cupola.



Plan of First Floor of Large Elevator.



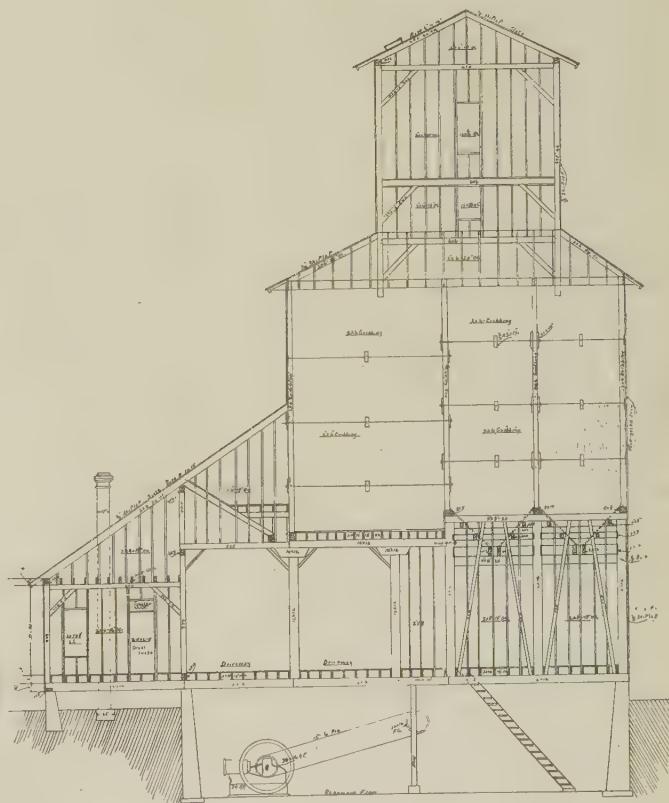
Sectional View of Machinery.

large bins are over one driveway and 6 small bins over the other driveway.

The lean-to contains the small bins, driveway, large office and private office, with a brick chimney in the partition wall. This of course increases the fire hazard, by reason of the stove being in the building instead of in a detached office. A bad fire risk is created by the gasoline tank being placed in the basement under the building. As the house has very great

In the basement are the 34-h. p. gasoline engine and No. 1½ Western Sheller, with feeder and drag from dump, over which is a 5-ton wagon scale.

The machinery includes 800-bu. corn cleaner, 500-bu. wheat cleaner, both in the cupola, Bowshier No. 9 Mill for feed, 1 mill for table meal and feed, and No. 6 Clipper Seed Cleaner. A freight elevator runs to basement, and passenger lift to cupola. Power is transmitted by belt,



Large Country Elevator.

End Elevation.

Shipments are weighed thru 600 bu. hopper scale, and loaded thru 8-in. gas pipe spout to car flexible spout. The roof is of slate and the walls are covered with corrugated iron.

The plans were furnished by the Reliance Mfg. Co., Indianapolis, Ind.

Broom corn valued at \$192,499 was exported during last year; compared with \$266,108 for the previous year.

Grain Trade News

CANADA.

Morris, Man.—Mr. Clark of the Ogilvie Elevator Co. is ill with diphtheria.

Fort William, Ont.—Elevator D, capacity 3,000,000 bushels, is completed.

Ayr, Ont.—Michael Robson, grain dealer and postmaster of Ayr, is missing.

Crystal City, Man.—Elevator of J. F. Greenway is completed and ready for business.

Winnipeg, Man.—Samuel Spink, grain merchant, has been confined to his home with rheumatism.

Strathclair, Man.—R. Muir & Co. are chopping a great deal of grain in their elevator this winter.

Canada is enjoying a good export demand for oats while the price in the United States remains high.

Amherstburg, Ont.—Green & Sinclair have dissolved partnership, each partner going into business for himself.

Winnipeg, Man.—The Steele-Briggs Seed Co. has installed a No. 7 special Clipper Cleaner with traveling brushes and air controller.

Montreal, Que.—The Canadian Baling Co. has added two No. 7 special Clipper Cleaners with traveling brushes and special air controller.

Toronto, Ont.—The grain section of the Toronto Board of Trade has passed resolutions regretting the abolition of the flour standards board by the Dominion government.

Port Arthur, Ont.—The Canadian Pacific has awarded the contract for the construction of a 500,000-bushel elevator. It will be built so that it can be enlarged at any time.

Winnipeg, Man.—The Grain Exchange will make application to the next legislature to have their act of incorporation amended by striking out the words "residents of Canada."

Newdale, Man.—The Northern Elevator Co. is erecting a 35,000-bushel elevator. The Lake of the Woods Milling Co., Fanning & Hopper and an American syndicate will build in the spring.

Winnipeg, Man.—T. E. Wells, president; Robert Stuart, treasurer, and L. G. Richards, traffic manager of the American Cereal Co., Chicago, were visitors at the Grain Exchange Jan. 30.

The Canadian Wheat Raising Co. of London, Eng., with a capital of \$1,000,000, has for its object the acquirement of 20,025 acres of land in Assa, for the raising of wheat. The company is registered in Ontario.

Winnipeg, Man.—The Canadian Elevator Co. will build 70 elevators on the line of the Canadian Northern this year. Mr. McWilliams, the general manager, was formerly superintendent of the Peavey system of elevators.

Souris, Man.—The incorporators of the Souris Farmers' Elevator Co., Ltd., are: R. J. Taggart, Thos. Stephenson, Alfred Lovatt, A. L. Young, Wm. McCulloch, C. W. Miller, W. H. Menaray and J. W. Breakey; \$15,000 capital stock.

Toronto, Ont.—The Grain Exchange elected the following officers for the coming year: J. C. McKeggie, chairman, and H. Shaw, vice chairman. Executive com-

mittee, C. W. Band, John Fisher, John Carrick, S. McNairn and D. O. Ellis.

Gladstone, Man.—The elevator, mill and warehouse of Robert Muir & Co. burned Jan. 28, with 2,000 bushels of wheat and hundreds of sacks of flour. Loss, \$35,000; insurance, \$14,000 on building and machinery; on stock, \$16,700.

Toronto, Ont.—In his report at the annual meeting of the grain section of the Board of Trade, chairman C. B. Watts said that the daily call board had been a disappointment, owing to large exporters refraining from buying at the public call board, because they did not wish the prices they paid to be known to competitors and the country dealers.

A list of grain elevators along the lines of the Canadian Pacific showing their capacity and the quantity in store Jan. 28, has been issued by General Superintendent J. W. Leonard. The elevators at most stations are more than half filled; some are overflowing; at Souris the storage capacity is 238,000 bushels; quantity of grain on hand, 257,000 bushels.

Montreal, Que.—At the annual meeting of the Corn Exchange Association the following officers were elected for the ensuing year: Jas. Carruthers, president; Norman Wight, treasurer; committee of management, A. E. Cook, Geo. A. Thomson, E. S. Jacques, R. W. Oliver, A. E. Labelle, Alfred Chaplin and Jas. Cuttle; board of review, T. A. Crane, chairman; C. B. Esdaile, W. I. Gear, Edgar Judge, G. M. Kinghorn and J. B. McLea.

Winnipeg, Man.—The erection of 41 new elevators for the Northern Elevator Co. will begin as early in the spring as possible. They will cost \$1,720,000 and will increase the elevator capacity of Manitoba and the territories by 2,000,000 bushels. The elevator at Winnipeg is to have a capacity of 1,000,000 bushels and will cost about \$120,000. The other elevators will each have a capacity of 40,000 bushels.

Winnipeg, Man.—Tables have been turned on W. T. Gibbons, who brought suit against several grain dealers for alleged boycott. The Winnipeg Elevator Co. has applied to the court for an order to have Gibbons committed to jail for refusing to answer questions with reference to the connection of the Independent Grain Association with the plaintiff's case, and as to whether he had not an agreement for indemnity for costs from it in the event of the suit failing.

Regina, N. W. T., Jan. 21.—Representatives of the government, the grain growers and the Canadian Pacific held a conference to remedy the car shortage. Hon. G. H. V. Bulyea, who had just returned from St. Paul, Minn., stated that the Soo and the Great Northern were willing to take unlimited quantities from the Canadian boundary line to Duluth, where storage was ample. W. Whyte objected that he had no authority to order shipments that way; and it was decided to bring the matter to the attention of higher officials of the Canadian Pacific.

Montreal, Que.—The Independent Grain Co. had no action against the Winnipeg Grain Exchange. A few independent men did bring an action, but our company had

nothing to do with it. As to our company revolutionizing the grain trade, all I can say is as their eastern representative we have done a much larger business than we ever expected and satisfactory to the exporters of this city and New York, I think, to the grain raiser of Manitoba and Northwest Territories. The elevator combine so-called is trying to show that the present mode of doing business will be their ruin. A published statement showing their enormous profits on last year's business, would be sufficient answer, will they kindly publish one; it would be interesting reading. L. A. Tilley, representing the Independent Grain Co.

Before the special meeting of the Northwest Grain Dealers Association President John Love stated that the Manitoba grain act provides that a farmer can direct an elevator to ship his grain in store, yet the same act prevented his getting cars to fulfill his order. If the elevator could not ship for lack of cars, the elevator owner had to insure the wheat, carry it till relief came, and lose the space, without getting a cent of compensation. For these reasons, Mr. Love thought the clause as to the present system of car distribution should be struck from the act. The elevator men were in reality the agents of the men who from various causes could not load a whole car at a time and who produced more than two-thirds of all the wheat delivered at the railroad stations. Mr. Love also pointed out the injustice of treating the men who had sunk their capital and skill in building elevators and providing funds for the purchase of wheat with no more consideration than if they were doing business with a scoop shovel. The act benefited only those in the immediate vicinity of the cars. The farmers who secured cars were the big farmers. The smaller farmers—who constituted from 70 to 80 per cent of the agricultural population—derived but little benefit from the act.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,625.

The loss on the grain of Eckhart & Swan has been settled at 40 per cent.

M. M. Day has resigned his position with E. W. Wagner to go with Irwin, Green & Co.

Silas Huntley, formerly an active member of the Board of Trade, died Jan. 29, at his home.

The petition to make No. 2 hard wheat deliverable on contracts has been referred to the committee on rules.

Four memberships in the Board of Trade have been purchased recently by former operators in the Open Board.

J. M. McLean has severed his connection with J. C. Wood & Co. and engaged in the brokerage business for himself.

The Danville elevator, formerly the "Dolly Varden," burned Feb. 6, causing an \$8,000 loss. This elevator was owned by the state.

All the suits brot by Pratt & Buckley and Avery & Co., to enjoin settlement of the July oats deal, have been dismissed by the plaintiffs.

The Board of Trade has reappointed R. P. Kettles, H. T. Gubbins, J. A. Costello, H. R. White and Seth Catlin as official grain samplers.

The annual sale of sample tables on the Board of Trade brought \$6,228 in premiums, an increase of \$1,746 over last year, or about \$20 per table higher.

The mortgage upon the Wabash and Indiana elevators of the Chicago Elevator Co. has been released by the trustees, Geo. J. Gould and Russell Sage.

Suspension for one day was the penalty imposed Jan. 30 upon R. E. Pratt, C. W. Buckley and H. C. Avery for default in the delivery of July oats.

The Churchill-White Grain Co. of Chicago has issued \$130,000 of bonds at 5 per cent upon its line of elevators in Illinois and Indiana on the I. I. & I. R. R.

The rule of the Board of Trade describing standard oats has been eliminated; and the contract grade of standard is that described by the Illinois state grain inspection department.

The violation of rules committee of the Board of Trade has decided that a firm transferring open trades can charge only $\frac{1}{8}$ commission. The house taking the trades will receive the remaining $\frac{1}{8}$.

Geo. W. Dixon, receiver for the Silver Flake Cereal Co., has received the right from Judge Haney's court to lease the property, formerly occupied by that company, for one year from Jan. 29, at a rental of \$5,000 a year.

The tile blocks for the grain storage tanks to be erected by A. Schwill & Co., maltsters at South Chicago, will be furnished by the Vigo Clay Co. of Terre Haute, Ind. Twenty-four tanks, 90 feet high, will be arranged 8 in a row.

Former President Warren says: Suits of the character instituted by Chas. Waite and Robt. H. Thorburn usually follow an expulsion, but one rarely hears of them afterwards. To my knowledge the Board has never had to pay damages of this kind.

Reconsigning orders will not be accepted by the Illinois Central on through billed grain for delivery to any eastern line, nor on transit grain for private elevators or any connecting line excepting for the Wabash elevator via the Chicago Junction Railway.

The Illinois insurance superintendent has brought suit against Wallace A. Lowell and John F. Pershing for conducting an alleged underground business, representing the National Insurance & Investment Co. and the People's Insurance Co. neither of which are licensed in any state.

The eastbound shipments of grain during last week were 2,448,000 bushels, compared with 2,415,000 bushels the previous week, and 2,467,000 bushels the same week last year. The amount of grain received was 5,929,000 bushels; 5,911,000 bushels for the previous week, and 2,023,000 bushels for the same week last year.

H. C. Avery and Pratt & Buckley having mutually agreed with Jas. A. Patten and Bartlett, Frazier & Co. to submit their difference regarding the price at which to settle for the oats which the two first-named firms had failed to deliver in July during the corner, a special committee composed of Albert Seckel, George T. Smith and A. S. White was appointed to arbitrate. After considering several days the committee fixed the settlement price at 57 $\frac{1}{4}$ cents, which is 6 $\frac{1}{4}$ cents less than the price demanded at the close of the deal, as required by the rules of the Board. The decision of the arbitration committee is in the nature of a compromise of the amounts claimed, and does not affect the principles involved. While the price is not satisfactory to either party both are very glad that as far as they are concerned the transaction has been closed.

Judge Kohlsaat has enjoined the Ham-

mond Elevator Co. from distributing quotations of the Board of Trade in Illinois. Hammond Elevator Co. is said to be only another name for Sid McHie's bucket shop, formerly the Central Grain & Stock Exchange. The fact that McHie has built and is operating a grain elevator at Hammond did not deceive the court as to the real character of his business.

H. B. Slaughter has resigned as a director of the Board of Trade, but his resignation has not been accepted. Mr. Slaughter warmly contested the suspension of the July oats defaulters, on the ground that the appellate court has declared the rule of the board under which they were suspended to be illegal. He says that he believes the directors by their action put themselves in an unenviable light before the public by setting themselves and the board up as superior to the laws of the state.

COLORADO

Berthoud, Colo.—The Berthoud Farmers' Milling & Elevator Co. has made a general assignment for the benefit of all creditors, thus bringing to a disastrous close a co-operative movement that ought to have been a success, if the claims of co-operative organizers are true. The mill and 120,000-bushel warehouse was erected in 1882 at a cost of \$52,000, and is owned by farmers in the vicinity, who now have an elephant on their hands.

ILLINOIS.

Bondville, Ill.—Staley & Hitch are the successors of O. L. Karns.

Lawrenceville, Ill.—The W. A. Spain & Co. will not deal in grain.

Peoria, Ill.—The Corn Products Co. will build a syrup refining house.

Hayes, Ill.—Mr. Barthel is building a new bin that will hold 6,000 bushels.

Elmwood, Ill.—Arnold & Son have recently put a car loader in their elevator.

New Athens, Ill.—Jacob Hoos has bought the elevator of Sam Hill for \$800.

Galesville, Ill.—Alfred Hayes will remain in charge for Burke & Co. for a few weeks.

Wapella, Ill.—Thorpe, Scott & Co. have joined the Illinois Grain Dealers Association.

Mazon, Ill.—The farmers of this vicinity are considering the erection of an elevator.

Glenview, Ill.—N. A. Swenson has put in a No. 7 Clipper Cleaner for handling onion sets.

Pontiac, Ill.—C. L. Avgarn has purchased land and will erect an elevator on the C. & A.

Highland, Ill.—Alb. Labhardt has been reappointed manager for the F. M. B. A. Elevator Co.

Bement, Ill.—The Bement Grain Co. has increased its capital stock from \$5,000 to \$10,000.

Virden, Ill.—Bert Alderson and Harvey Chaflin have purchased the south elevator for \$6,500.

Thomson, Ill.—I. E. Finney has succeeded E. S. Barnes as agent for the Neola Elevator Co.

Clinton, Ill.—G. P. Sprague & Co. have bought the elevator of Rogers, Bacon & Co. at Jenkin's switch.

Pontiac, Ill.—Smith, Waters & Morrison have no elevator and have not tried to do any grain business.

Salem, Ill.—L. E. Martin has added a Clipper Seed Cleaner with traveling brushes and air controller.

Rock Falls, Ill.—M. C. Wharfield has closed his elevator temporarily because of the prevalence of smallpox.

Hayes, Ill.—The Farmers' Elevator Co. has received its insurance money and has let the contract for rebuilding.

Farmer City, Ill.—G. W. O'Neil & Co. are installing Constant's B. S. C. Chain Drag and a stand of elevators.

Allenville, Ill.—The Mattoon Elevator Co. has purchased the elevator of J. R. Martin, capacity 15,000 bushels.

Atwood, Ill.—The Atwood Farmers Elevator Co. has recently joined the Illinois Grain Dealers Association.

Pinkstaff, Ill.—Horner & Co. of Lawrenceville will erect a 50,000-bushel elevator as soon as the weather permits.

Broadlands, Ill.—The farmers in this vicinity have organized a union, subscribed \$3,600 and will erect an elevator.

Pekin, Ill.—Farmers are hauling grain from 15 miles distance on account of the smaller elevators in the country being full.

Waukegan, Ill.—The Warner Starch Co. is building a large glucose factory, and will change its name to the Warner Sugar Refining Co.

Papineau, Ill.—Would not be without your valuable paper, the Grain Dealers Journal. W. A. Rosenberger, manager R. F. Cummings.

Doles, Ill.—The West Vienna Shippers Co. incorporated, \$1,000 capital stock. Incorporators, M. H. Cochran, R. T. Chapman and H. W. Rooker.

Scovel, Ill.—J. C. Diemer has been elected president and Will Mies secretary of the Saunemin Elevator Co., a farmers' company with an elevator.

Vienna, Ill.—The Vienna & Belknap Elevator Co. incorporated, \$2,500 capital stock. Incorporators, W. L. Williams, L. O. Whitnell and J. M. Price.

Peoria, Ill.—Jos. P. Griffin, manager of the grain department of the Illinois Sugar Refining Co., has applied for membership in the Peoria Board of Trade.

Secor, Ill.—The Secor Elevator Co. has been refused right of way by the railroad company and has never shipped a car of grain and is in no position to get a location.

Pesotum, Ill., Feb. 2.—Car famine is playing havoc with us here in the grain business; farmers are anxious to get their grain off; why this car famine? Condon & Kleiss.

Saunemin, Ill.—Business very dull on account of scarcity of cars; have shipped but 8 cars since the 1st of December and no show for any relief as yet. W. A. Williamson.

Peoria, Ill.—The grain trade is very dull. Grain cannot be shipped for lack of cars. The small arrivals are well taken care of by the distillers and the glucose factory.

Sterling, Ill.—The Northwestern Elevator Co. has given its elevator and office a general overhauling and has put in a new elevator and car loader, and probably will put in a new engine.

Lostant, Ill.—F. L. Ream reports that the Mascot mine in which he is interested has now reached a depth of 250 feet and the prospects for paying ore are better than was expected at this depth.

Senator Meehan has introduced in the Illinois senate a bill to compel insurance companies to pay the full amount of the policy in case of loss by fire or lightning. That will increase cost of insurance.

Taylorville, Ill.—Thos. P. Baxter, president of the Grain Dealers National As-

sociation, is now president of the Commonwealth Oil Co. of Chanute, Kan. His son, C. P. Baxter, is general manager.

Peoria, Ill.—The Central Illinois Grain Dealers Association held its regular meeting Feb. 3. The attendance was smaller than usual on account of the bad weather. The transportation question was considered.

Coffeen, Ill., Jan. 24.—Hay and grain moving freely; corn good grade; most of hay in the hands of farmers; most of hay goes to St. Louis, corn to Nashville and Toledo, and wheat to Toledo. C. F. Laws & Co.

Shannon, Ill.—Our elevators at this station are full of grain and have been for at least two weeks; we have been unable to take in a single load as we are not able to procure empties to load out. Shannon Grain Co.

Representative Burgett has introduced in the Illinois house a bill to regulate the furnishing of railway cars for the shipment of freight and providing penalties for failure to furnish cars and for unnecessary delays in transportation.

Princeton, Ill., Feb. 1.—The Cassidy Commission Co. pleaded guilty to operating a bucket shop, was fined \$200 and costs. The Weare Commission Co., which was indicted at the same time, is doing a legitimate business, and will pay no fine.

Springfield, Ill., Feb. 2.—The Illinois weather bureau reports that in the central district much corn remains in shock, and some is standing in the fields. The facilities for marketing the crop are limited, because of scarcity of cars. The season has been favorable for meadows and grasses. The rye crop is thriving.

Danville, Ill.—The city council has requested the chamber of commerce to investigate and secure a reduction of the exorbitant rates demanded by the insurance companies. Losses have been light, but the rates have been increased twice in the past two years. The first advance was made when the local mutuals went out of business, and the last rise when the 25 per cent increase was made over the entire country.

INDIANA.

Sheldon, Ind.—Geo. McDonald is a scooper.

Freelandville, Ind.—Harlan Bros. have removed.

Honey Creek, Ind.—W. F. Sanders is in business here.

New Paris, Ind.—New Paris Grain Co. is out of business.

Boone Grove, Ind.—J. E. Bryant & Co. are out of business.

New Carlisle, Ind.—Redington & Sharp are in business here.

Edwards, Ind.—T. J. Welsh is engaged in the grain business.

Roann, Ind.—T. J. Lewis & Bro. have succeeded T. J. Lewis.

Monroe, Ind.—Graham & Bailey or W. H. Graham are scopers.

Markle, Ind.—Markle Grain Co. has succeeded Anthony Bros.

Tipton, Ind.—Richey & Smith have succeeded Henley, Scott & Co.

Aylesworth, Ind.—Jones Bros. have succeeded West & Hawke.

Uniondale, Ind.—C. F. Davidson is in the scoop shovel business.

McGrawsville, Ind.—Willis Lavengood is doing a scoop shovel business.

Franklin, Ind.—Cutsinger & Valentine have succeeded the Model Mills.

Williamsport, Ind.—F. R. Pence is in business at Pence, near this place.

Arnold, Ind.—R. L. Crowell is in business here with headquarters at Raber.

Sellersburg, Ind.—Southern Indiana Grain Co. is in the scoop shovel business.

Williamsport, Ind.—O. W. Bishop is installing a Marseilles No. 1 Corn Cleaner.

Decision of arbitration committee of Ind. G. D. Assn. will be found on page 156.

Judyville, Ind.—Sam Finney is in the grain business here with headquarters in Chicago.

Attica, Ind.—R. W. Kemper & John Deck are still trying to do a scoop shovel business.

New Albany, Ind.—Thorn & Shine will erect a large warehouse for the storage of grain.

New Richmond, Ind.—Union Grain Co., with T. J. Detchon as promoter, are scopers.

Kingsbury, Ind.—R. H. White is installing a Marseilles 2-hole Cyclone Jr. Sheller in his elevator.

Linnsville, Ind.—Myers Bros. have let the contract for remodeling their elevator to A. H. Richner.

Lydick, Ind.—W. H. Barker is engaged in the grain business here, with headquarters at South Bend.

New Paris, Ind.—C. S. Rohrer has bought the elevator and grain business of the Fisher Grain Co.

Laporte, Ind.—S. S. Bosselman is installing a Marseilles 2-hole Cyclone Jr. Sheller in his elevator.

New Paris, Ind.—W. J. Charpie is not going out of the grain business, but will continue at the old stand.

Lakeville, Ind.—W. H. Barker, whose headquarters are at South Bend, has succeeded C. W. Moon & Son.

The Northwestern Ohio and Indiana Grain Dealers Association held a meeting Feb. 5 at Fort Wayne, Ind.

Hartford, Ind.—Elevator men are advising the farmers to plant nothing but yellow corn and sow white oats.

Laporte, Ind.—C. B. Way is installing a gasoline engine, feed grinder and Marseilles 2-hole Sheller, for custom work.

Rockport, Ind.—The Rockport Milling Co. has let the contract for a 40,000-bushel elevator to be ready for the machinery by June 1.

Williamsport, Ind.—The equipment of machinery for the new elevator of F. R. Pence at Pence, is being furnished by the B. S. Constant Co.

West Lebanon, Ind.—Geo. Pearce, formerly in the grain business at Fisher, Ill., has purchased the 20,000-bushel elevator of H. D. Ridge.

Worthington, Ind.—The Worthington Elevator Co. will equip the new elevator being built with a 22-foot wagon scale made by the Government Standard Scale Works.

Salem, Ind.—The Paoli Milling Co. of Paoli, will have a 20,000-bushel elevator erected here by the Reliance Mfg. Co. The Marseilles Mfg. Co. will furnish supplies and machinery.

Westphalia, Ind.—Westphalia Milling & Elevator Co. incorporated, \$10,000 capital stock. Incorporators, Chas. E. Naney, John Begeman, Loye Begeman, O. C. Stein and Chas. Volie.

Tocsin, Ind.—Daily & White are remodeling elevator, putting in a gasoline engine, ear corn dump, ear corn elevator and corn sheller. The Marseilles Mfg. Co. is furnishing the supplies and New Process Cylinder Sheller and Cleaner.

Lafayette, Ind.—The Lafayette Hominy Mills will make many improvements on

the buildings and will install a 18x36 Corliss engine and 2 boilers, each of 100 h. p. By spring they expect to be grinding 6,000 bushels of corn a day.

A so-called "Grain Company" located at a small town in southern Indiana is bidding extreme prices for grain. As many in the trade have experienced large losses in the past from biting at such bait a word of caution seems necessary in the present case, though the "smart alecks" who usually suffer may be entitled to little sympathy. Pope & Eckhardt Co.

Indianapolis, Ind.—The annual meeting of the Indiana Millers' Mutual Fire Insurance Co. was held Jan. 20. The following officers were elected: M. S. Bliss of Seymour, president; F. E. C. Hawks, Goshen, vice president; E. E. Perry, Indianapolis, secretary and treasurer. The directors elected included the officers named and L. H. Blanton of Indianapolis and J. W. Hahn of Toledo, O.

Indiana grain dealers can do much to assist the cause of mutual fire insurance by making the state a more desirable business territory for mutual companies organized in other states. At present Indiana laws discriminate sharply against companies organized in other states. In fact they are virtually shut out of the Hoosier state. As a result of this antagonistic restriction, Ohio, Illinois and other states have enacted legislation, practically shutting mutual companies organized in Indiana out of that territory, simply because Indiana enacted a similar law. Not only does this keep Indiana companies from taking good risks in Illinois and Ohio, but it also keeps good companies organized in Illinois and Ohio out of Indiana, reduces the competition for insurance in the Hoosier state and injures property owners more than any one else. It behoves Indiana grain dealers to get after their representatives and senators in the state legislature quickly. Have the law changed, make it reciprocal, so that good mutual companies of other states can go into Indiana, and good mutual Indiana companies can gain admission to desirable territory.

A bill creating a state railroad commission for Indiana has been prepared by the legislative committee of the Indiana Grain Dealers Association and will be introduced in the legislature by Senator E. H. Wolcott. The governor of the state is to appoint three commissioners to serve a term of two years at a salary of \$3,000, and to perform duties similar to those of the Interstate Commerce Commission in regulating railroads. While the commission will have no power in other states the Indiana board will have authority to compel obedience to its orders, such as the Federal commission never has possessed. The commission will see that all shippers are treated fairly, hear complaints when cars are not supplied as wanted, and prevent overcharges on freights, switches or demurrage. The bill is indorsed by the merchants of the state and should be passed. Every grain dealer should write or wire the representatives of his district urging its passage, and induce his local newspapers to favor the bill.

In the Indiana legislature has been introduced house bill 174 to authorize mutual fire insurance companies of other states which are as strong financially as is required by law of Indiana companies to do business in the state. Indiana is the only one of the central states which does not authorize outside mutuals and

get the benefits of competition. The stock companies have had a monopoly so long and made rates as they see fit, that they are fighting house bill 174. They had their hired attorney and other influence before the insurance committee, but were defeated. The bill while passing through the hands of the printer has been manipulated and changed in its title and is not the same as the insurance committee recommended. This is so the opposition can offer amendments which are opposed by the insurance department and thereby defeat the bill. The bill came up for second reading on Feb. 6 and was postponed for consideration to Feb. 11. The object is to arraign the influence of the hired lobby. It is an established fact the lobby can be defeated only by an expression from the people. In this case every representative in the house should be notified that house bill 174 should pass as reported by the insurance committee with no amendments. If such a notice has not been forwarded it is of vital interest to every grain dealer that a telegram be sent his representatives immediately.

IOWA.

Santiago, Ia.—C. B. Hall is a scooper. Galva, Ia.—H. G. Kitchen is a scooper. Mallard, Ia.—A new elevator is in sight for this place.

Chapin, Ia.—H. E. Froning is building a new office at his elevator.

Liscomb, Ia.—H. A. Church and family are on a pleasure trip in the south.

Eikhart, Ia.—The Diamond Grain Co. of Des Moines will erect an elevator.

Liscomb, Ia.—H. A. Robinson, formerly a grain dealer here, is still in the south.

Garden City, Ia.—Would not be in the grain trade without the Journal. Peter Eide.

Indianola, Ia., Jan. 24.—Crops in fair condition; no grain shipping here. Chas. Baker.

Griswold, Ia.—T. A. Caven has discontinued his grain business and returned to his farm.

Somers, Ia.—The Richey Grain Co. is building an elevator at Ranayne station on the G. W. Ry.

Moorland, Ia.—We have been told that the Iowa Elevator Co. will build an elevator here. I. Bird & Co.

Cambridge, Ia.—The Diamond Grain Co. of Des Moines has erected an elevator on the D. M., I., F. & N. Ry.

Irving, Ia.—J. Schultz has succeeded A. V. Smith with the Northern Grain Co. Mr. Smith goes to Dows.

Cordova, Ia.—J. A. Wooster contemplates building an elevator in the spring on the line of the C. M. & St. P.

Rose Hill, Ia.—J. W. Carden has removed to New London, where he has accepted a position with a lumber company.

Dumont, Ia.—A. M. Allen of Union Ridge has accepted a position with the Northern Grain Co. and will remove here.

Ames, Ia.—The Iowa Corn Growers Association has perfected an organization, with Grant Chapman of Bagley as president.

Liscomb, Ia.—The elevator of H. A. Church will have to be moved because of improvements to be made on the Iowa Central.

Minburn, Ia.—We have taken the Journal regularly now for about 6 years and would not try to run a grain business without it. It is all right. Henry Wetzel & Co.

Storm Lake, Ia.—J. T. Taylor has re-

signed his position with the Neola Elevator Co. and has entered the employ of Pease Bros.

Garden City, Ia., Feb. 2.—About half of the corn crop still in the hands of the farmers and about a fifth of the oats. Peter Eide.

Northboro, Ia.—We think that the Journal is good and do not see how any grain dealer can afford not to take it. B. C. Ragan & Sons.

Nevada, Ia.—The Nevada Grain Co. has erected an elevator on the D. M., I. F. & N. Ry. J. McGlothin, Jr., is manager. R. A. Frazier & Sons.

Minburn, Ia., Feb. 2.—Weather is fine and roads are good and there is a fair movement of grain in this vicinity; our grain is all grading No. 4 and no grade. Henry Wetzel & Co.

Mt. Pleasant, Ia.—The Mt. Pleasant Milling Co. will build an elevator, corn sheller and feed mill on the site of the plant that burned about a year ago. Geo. Bayles will be manager.

Nassau, Ia., Feb. 2.—We are having a fine winter so far; not much grain moving except to feeders; they are paying 35 cents for corn that would not grade No. 4; oats were a poor quality and not many in quantity. W. J. Graham.

Keokuk, Ia.—O. A. Talbot & Co. of Osceola will erect a 45,000-bushel elevator on land granted by the city council. The building will be 40x60 feet and from 65 to 70 feet high. This is the first elevator that Keokuk has had in years.

Liscomb, Ia., Jan. 28.—Not much grain moving; some oats, but have not bought any of last year's crop of corn; we have had fine weather so far this winter. The feeders are about as sick a lot of fellows as you will usually see, high priced cattle, soft corn and low market. J. A. Beeman, agent H. A. Church.

McGregor, Ia.—The Hunting Elevator Co. has sold its burned grain for \$1,500 to Chas. Washburn. Gilchrist & Co. disposed of theirs to private parties. The Spencer Grain Co. has sold what remains of their 90,000 bushels to the Brooks Elevator Co. of Minneapolis. L. E. Davidson, manager of the Spencer elevator, was badly bruised by an explosion of dust.

Hampton, Ia., Jan. 27.—This section of Iowa has no corn to ship; we will not have a car of corn at any of our houses on the Iowa Central. We have shipped in about twenty cars from Nebraska to supply the feeders, who are glad to buy at 45 cents per bushel. Oats seem to be the only grain we have this crop, up to the present. We have not had a car of wheat or barley, when last year we had 85 cars of barley. Moore Bros.

KANSAS.

Frankfort, Kan.—Geo. B. Lint & Co. have succeeded Brooks & Smillie.

Chapman, Kan.—Poor & Knight are figuring on an electric light plant.

Wheaton, Kan.—A. E. Swickert is now buying for the Midland Elevator Co.

Burlingame, Kan.—L. G. Hepworth has installed a No. 6 Clipper Cleaner in his elevator.

Shipton, Kan.—Robert Kaufman has succeeded Silas Buck as wheat buyer for the Peavey Grain Co.

The farmers association of Solomon is after the scalp of C. B. Hoffman and Jimmie Butler. Good luck to them.

The annual meeting of the Kansas Grain Dealers Association will be held March 24 and 25 at Kansas City, Mo.

Enterprise, Kan.—A small elevator of the Enterprise Mills burned Jan. 31 with

4,000 bushels of grain. Loss, \$9,000; insurance, \$4,000.

McLouth, Kan.—B. C. Ragan & Sons of Coin, Ia., has bought the plant of the McLouth Mill & Elevator Co., and expect to buy others.

Shipton, Kan.—The Midland Elevator Co. has opened its elevator which has been idle for some time, and placed Thos. Coffman in charge.

Canton, Kan.—W. H. Williamson, formerly secretary of the Nardin Mill Co. of Nardin, Okla., has bought an interest in the Canton Milling Co.

B. J. Northrup, the present incumbent and John Radford, aspirant to the office of chief grain inspector of Kansas, are having a hot fight for the plum.

Abilene, Kan.—D. R. Gordon is one of the prominent applicants for the office of state grain inspector. He was at one time postmaster. It is not stated what he knows about grain.

Topeka, Kan.—A branch of the Farmers' Co-operative Grain & Live Stock Association was organized Jan. 29. It is said it will build or purchase elevators and buy grain from farmers.

WANTED—40,000 suckers to grow grain and ship it to my gigantic commission house, 40 years inexperience, know nothing about the grain business, but I can get rid of grain.—Jim Butler.

Onaga, Kan.—Business good for the past 60 days; believe it will continue for 30 more; roads are very rough at present, a heavy thaw and a hard freeze being responsible; prices generally good and farmers well satisfied. Midland Elevator Co.

Ellinwood, Kan.—The Ellinwood Grain & Supply Co. has succeeded the Ellinwood Farmers' Grain & Fuel Co. and at the annual meeting the old officers were re-elected and it was decided to increase the capacity of the elevator to 20,000 bushels.

An amendment to the Kansas grain inspection law is proposed, for a grain inspection commission of 3, composed of the secretary of the state board of agriculture and representatives of the milling and grain interests, who shall, before August, each year, establish the standard grades of Kansas grain.

McPherson, Kan., Jan. 24.—While it is impossible to make accurate statement as to the condition of the winter wheat, the general opinion is that it is not in first-class condition, and no doubt fields are more infested by the Hessian fly this year than ever before in this state. J. G. Maxwell & Co.

KANSAS LETTER.

Haviland, Kan.—G. Williamson has succeeded to the grain business of Williamson & Co.

Downs, Kan.—J. E. Davis has sold his grain business and the elevator is now in the possession of Mrs. W. O. Davis.

Among the grain dealers in the Kansas legislature are Wm. Murdock, of Clifton, U. B. Sharpless, of Monrovia, and John F. Jones, of Grinnell.

Atchison, Kan.—W. S. Washer of the S. R. Washer Grain Co. has given up business for a time on account of poor health, and is in Excelsior Springs, Mo.

New members who have joined the Kansas Grain Dealers Association since the first of the year are: Higgins & Raven, Linn; Waterville Milling Co., Waterville; Fisher & Son, Frankfort; W. H. Cullaway, Greenleaf; G. Williamson, Haviland; John McClure, Carlton; M. Reed, Louisburg; Harris Grain Co.,

Rose Hill; Jas. Purcell, Purcell, and Gregg Bros. of St. Joseph, Mo. A. M. D.

KENTUCKY

Adairville, Ky.—Our prospect for wheat crop is good; plant has good stand and growth. F. L. Smith.

Lexington, Ky.—C. S. Brent has installed a No. 9 Clipper Cleaner with brushes and air controller.

Adairville, Ky.—J. E. Poynter & Son have leased the Adairville Mills and will put in new machinery, increasing the capacity from 70 to 100 barrels.

MARYLAND

Baltimore, Md.—Chas. C. Macgill, retiring president of the Chamber of Commerce, entertained the directors Jan. 20 at a dinner at the Merchants' Club. Following the dinner Mr. Macgill was presented with a silver fruit bowl.

Baltimore, Md.—Exporters of grain are suffering severely on account of the embargo placed on grain by the Baltimore & Ohio Railroad. Grain has been bought in the west and ships chartered for export, but the cargo cannot be loaded, the cars not having arrived.

Baltimore, Md.—Adjustment of the loss on the 250,000 bus. of wheat in the burned eltr. has been delayed by the insurance companies desiring to settle on the basis of the bid price on the floor of the Chamber of Commerce on the day of the fire, 7634 cents, while the exporters claim the value of the grain was 80 cents. Pres. Macgill of the chamber has shown where he paid 80 cents for No. 2 red wheat the day before the fire.

Baltimore, Md.—The sale of the Western Maryland Railroad to interests controlled by the Wabash Railroad, one of the greatest grain-carrying railroad systems of our country, opens to our merchants a brilliant future. With our city the eastern terminus of the Wabash Railroad in addition to the two great trunk lines we now have, our port should lead all others in the exportation of grain. From the annual address of C. C. Macgill, retiring pres. of the Chamber of Commerce.

MICHIGAN.

Kinde, Mich.—The Wallace Co. will build an addition to its eltr.

Battle Creek, Mich.—The Postum Cereal Co., Ltd., is planning the erection of a 50,000-bu. eltr.

Bad Axe, Mich.—The Wallace Co. will build a large warehouse and install a 16-h. p. gasoline engine. O. W. Loeffler is mgr.

Marquette, Mich.—The Triumph Health Food Co. has been organized by Battle Creek and Marquette men. Capital, \$1,500,000.

Leonard, Mich.—Jossman & Allen eltr. burned Jan. 23 with its contents, which were a total loss. Loss, \$10,000; insurance, \$2,500.

Senator Goodell has introduced in the Michigan senate a bill providing 1 to 5 years imprisonment for bucket shop operators. Hurrah!

Montrose, Mich.—Serven & Hiscock have equipped their new eltr. with a No. 9 Clipper Bean Cleaner with rubber clay-crushing rolls, traveling brushes and special air controller.

Saginaw, Mich.—P. Crowley & Son, formerly of Hemlock, have bought an old mill building and will organize the Saginaw Grain Co., with this as their headquarters for buying grain and hay.

Lansing, Mich., Jan. 21.—The Michigan Millers Asso. has adopted a resolution that a committee of three be appointed to act with the executive committee in investigating the state grain inspection laws of other states, and if in their judgment, such a law is desirable they be empowered to frame such a statute and endeavor to secure its passage at this session of the legislature.

MINNEAPOLIS

The McVicker Grain Co. of Minneapolis has suspended business. The liabilities are said to be about \$40,000.

Minneapolis grain shippers are beginning to feel the car shortage thru an unwillingness of eastern buyers to take hold.

Northrup, King & Co. of Minneapolis are adding a No. 9 four-screen Clipper Cleaner with traveling brushes, special air controller and dustless attachment.

The Calumet Grain Co. of Minneapolis is planning to build a new steel tank eltr. with a working house that will furnish power for a large plant. Capacity, 100,000 bushels.

The Dickinson Trading Co. incorporated, \$25,000 capital stock. Incorporators, Wm. H. Bennett, Frank W. Lauderdale, Adelbert R. Taylor, Wm. A. Keon and David F. Stanford.

The Minneapolis Chamber of Commerce building is to have a carrier station to be established by the postoffice department about May 1, to provide for quicker delivery of mail to grain men, millers and others in the locality.

The will of Lester R. Brooks of Minneapolis has been filed in the probate court and lists \$712,500. The estate is left to Mrs. Brooks and P. S. Brooks equally. One provision of the will is that the widow and son be taken into partnership in the Brooks-Griffith Co.

A. E. Taylor and C. S. Baldwin, who were employed by the Chamber of Commerce to detect the leak of quotations to the Coe Commission Co.'s alleged bucket shop, have been exonerated by the grand jury of the charge of burglary. Evidence showed no attempt to force their way into the bucket shop.

For cutting commissions from its Minneapolis branch office, the John Miller Co. of Duluth, Minn., has been fined \$500 by the Chamber of Commerce. The amount was \$22, and the favor was extended to a shipper at Park River, N. D., who was so lost to all sense of honor as to betray the company. We regret that we do not know his name.

With reference to the large mill to be erected at Buffalo, N. Y., Jas. S. Bell, president of the Washburn-Crosby Co., says: Buffalo can never even approach Minneapolis as a milling center or as a point offering advantages for the erection of flour mills. From our Minneapolis mills we now distribute flour over a wide territory where no mill in Buffalo could possibly compete. We send it to New Orleans and Denver, Milwaukee and Chicago and hundreds of other points and no mill in Buffalo whatever its capacity could ever get this business, for natural conditions favor Minneapolis, and this city will always hold its own and will continue to grow. We expect to enlarge our local plants from time to time as years pass.

MINNESOTA.

Le Sueur Centre, Minn.—B. B. Shefield is building an eltr.

Monterey, Minn.—Ed Adams is running a scoop shovel business.

Glencoe, Minn.—R. A. Gramms of Round Grove has bought the Foss eltr. and feed mill.

Glenwood, Minn.—Robert Wilson, Jr., is no longer in the grain business, having left about three years ago.

Waltham, Minn.—W. F. Markham will rebuild his eltr., install a gasoline engine and make it modern in every respect.

Ada, Minn.—Wheat and coarse grain was fairly good throughout this vicinity this year; flax crop rather poor. S. H. Fulton.

Senator Torson of Minnesota has introduced a bill in the state legislature declaring all market quotations public property.

The Minnesota senate has rejected by a vote of 24 to 35, Senator Wilson's resolution calling for freer trade relations with Canada.

Ada, Minn.—The Thorpe Eltr. Co. and the St. Anthony & Dakota Eltr. Co. have each erected an eltr. at Wicklow station, four miles north.

Nielsville, Minn.—A warrant is out for Andrew Munson, agt. for the Northwestern Eltr. Co. He is charged with embezzling \$487 of the company's money.

Hallock, Minn.—Henry B. Borneman, formerly of Portland, N. D., has filed a petition in bankruptcy. Assets, \$18,000, of which \$11,000 is exempt. Liabilities, \$25,130.55.

Hills, Minn.—The Mercantile Co. of Hills, a farmers association, has purchased the eltr. of H. E. Wyum. Mr. Wyum will remain as mgr. A. C. Rideour, Steen, Minn.

Lake Wilson, Minn.—A mill is to be erected in the spring. The Peavey Elevator Co. is planning to remodel its elevator this summer and put in new machinery. C. C. Willey.

Fosston, Minn.—C. M. Swartz has started a flax fiber mill, which has been found to have been of great value to the local farmers, in furnishing a market for what has before been worthless.

The rumor that large rice mills were to be erected at St. Paul, Minn., to mill rough rice imported from Japan, lacks confirmation. The importation of Japanese rice soon will be discouraged by the increasing production of Louisiana and Texas.

Duluth, Minn.—Arbogast Bros. of the Dakota Eltr. Co. have leased land at Barnesville, where they expect to find coal. If they are successful in their search, the find will be of great value, not only to them but to the whole northwest.

Representative Stone has introduced a bill in the Minnesota house to prevent railroad companies doing business in this state from raising rates for the transportation of freights between points in the state without the consent of the railroad and warehouse commission.

Duluth, Minn.—At the annual meeting of the Board of Trade the ballot box could not be found and the election had to be ratified Feb. 5. L. R. Hurd of the Duluth-Superior Milling Co. was elected a director, to take the place of Thos. Gibson, who declined to serve.

Representative Perley has introduced a bill in the Minnesota legislature making the pilfering of grain, flaxseed or other property from any car or sweeping any car while in transit or on any track of any railroad in the state, a misdemeanor and punishable as such.

Wood Lake, Minn., Feb. 3.—The bulge in wheat caused the farmers to bring in considerable wheat the last of Jan.; very little flax left to market, possibly 2 or 3 cars; the balance will be kept for seed; wheat has been over graded since this year's crop has started; the latter part of the wheat marketed is in better shape and quality than early in the season. W. N. Cayott.

MISSOURI.

Dixon, Mo.—Wm. Heller will enlarge his eltr.

"Will Kansas City's Oct. corn deal ever be settled?"

Everton, Mo.—C. W. Barker & Co. will build a 17,000-bu. eltr.

Crocker, Mo.—J. D. Hoops is making improvements in his eltr.

Ridgeway, Mo.—R. Hopkins has installed a No. 9 special brush and air Clipper Cleaner.

St. Louis, Mo.—The Thyson Commission Co. has increased its capital stock from \$10,000 to \$50,000.

Hancock, Mo.—M. O. Mitchell is building an eltr. and will put in a gasoline engine and burrs for corn and feed.

Laclede, Mo., Jan. 31.—Roads bad in this section of the country; not much grain coming in. Savage, Wiles & Co.

St. Louis, Mo.—I find your Journal very interesting and instructive in our particular line of business. John G. Mittler.

Meeting of Missouri dealers will be held in Hannibal, Monday, Feb. 16, at 1 p. m., and at Mexico, Tuesday, Feb. 17, 1 p. m. Be on hand early.

Kansas City, Mo.—Olathe Mer. Co. incorporated, \$25,000 capital stock. Incorporators, J. J. Swofford, R. T. Swofford, R. L. Swofford, W. N. Moore and J. H. Powell.

Kansas City, Mo.—No grain for shipment from Kansas City to Gulf ports will be received by the Santa Fe and the Rock Island until the congestion caused by the shortage of cars is relieved.

Marceline, Mo.—Lou Kelly narrowly escaped death from suffocation at the Butter eltr. He got into the hopper for his shovel and was covered with hundreds of bus. of shelled corn before he was taken out unconscious.

St. Louis, Mo.—In the trial of Hugh C. Dennis and Thos. W. Garland, for using the mails to defraud, a postoffice inspector showed that during six weeks the concern took in \$24,000 from dupes. The pretended Brooks Brokerage Co. was really a bucket shop.

The Missouri Railroad and Warehouse Commissioners have applied for authority to pay into the general fund of the state \$10,000, the surplus that has been accumulated out of the inspection fees. Why not give it back to the grain trade by reducing the fees for grain inspection?

Montrose, Mo.—We have shipped 115 cars of snap corn and 35 shelled to Texas during the past 2 months and could have tripled that number if we could have gotten cars. We have one of the best equipped eltrs. on the M., K. & T. The scoop shovels are doing good business here, also. Mann & Marsh.

The board of directors of the Kansas City Board of Trade have not taken any action in regard to changing the reinspection rule. Until the rule is changed shippers will be required to guarantee quality and condition of grain until it is unloaded at eltr. or mill. The longer the change is delayed the more harm will the rule do that market.

Representative Haydon has introduced a bill in the Missouri house requiring railroads to fill orders for cars in the order in which they are filed. An order for 10 cars or less, accompanied by a deposit of \$10 for each car, must be honored in 3 days; for 10 to 50 cars, in 6 days, and for 50 or more cars, in 10 days. Shippers are to recover 3 times actual damages for failure to supply cars.

Kansas City, Mo.—The following committees of the Board of Trade have been appointed for the ensuing year: Appeals—Alfred Hertz, E. O. Bragg, A. R. Peirson, Ashby Woodson and Thos. McLiney; Elevator and Warehouses—M. H. McNeill, Otto Swaller, Maxwell Minter, G. B. Flack and Amos Martin; Weights—Douglass Dallam, L. A. Fuller and Thos. Smith; Market Reports—Geo. H. Davis, F. P. Logan, H. J. Difffenbaugh, Jos. B. Bracken and C. P. Moss; Weight Supervising—W. C. Goffe, T. J. Brodnax and A. J. Poor.

St. Joseph, Mo., Jan. 22.—The St. Joseph Board of Trade was organized this evening with 50 charter members. A committee has been appointed to draw up a charter and by-laws. Officers: T. P. Gordon, Pres.; A. J. Brunswig, Vice Pres.; J. C. Kneer, Secy.; J. C. Gregg, Treas. Directors, T. P. Gordon, G. G. Lacy, W. H. Harroun, C. R. Berry, R. M. Davis, J. C. Gregg, George Wyatt, J. C. Kneer, A. J. Brunswig, S. Penny and M. E. Burns. The grain trade of St. Joseph has doubled during the past year and prospects are bright for making the city one of the leading grain markets of the west.

NEBRASKA.

Ellis, Neb.—The Farmers' Mutual Eltr. Co. is talking of building a 100,000-bu. eltr.

Liberty, Neb.—The Ewart Grain Co. is talking of building a grain cleaning house.

Waterloo, Neb.—C. P. Coy & Son have installed another lot of Clipper Picking Tables.

Dannebrog, Neb.—Axel Carlson has succeeded N. E. Jensen and will run the eltr. and mill.

David City, Neb.—Ed Russell of Cornlea is in charge of the Nye-Schneider-Fowler Co. eltr.

Wahoo, Neb.—Grain dealers are having a fight. The market is nearly 5 cents per bu. higher than in surrounding towns.

Lincoln, Neb.—The Griswold Seed Co. has added to its equipment a No. 9 special Clipper Cleaner with traveling brushes and air controller.

Valley, Neb.—C. P. Coy, Son & Co. incorporated, \$12,000 capital stock. Incorporators, Chauncey P. Coy, C. Herbert Coy and Harry Coy.

Omaha, Neb.—The transportation committee of the Commercial Club and the grain dealers of the city have held a meeting, to take up the matter of grain rates into Omaha.

The convention of Kansas and Nebraska farmers at Lincoln, Neb., Jan. 23, formed a temporary organization, and adjourned to Feb. 11, when a permanent organization will be formed for the marketing of grain and live stock.

If Nebraska's warehouse laws gave better protection to the lender of money, the grain dealers of the state could borrow stored grain at a lower rate of interest. Are you using your influence in behalf of such legislation?

The Standard Oil Co. is said to be attempting to secure legislation against

steam power and in favor of the gasoline engine. A bill has been introduced in the Neb. legislature requiring registered engineers in every steam plant. This would increase the cost of steam power.

Harvard, Neb.—An iron brace in the new storage bin of the Harvard Milling & Power Co. broke recently and between 15,000 and 16,000 bus. of wheat burst thru the side of the bin and fell upon the ground. The wheat was gathered and shipped as rapidly as possible so that the break could be repaired.

Odessa, Neb., Feb. 3.—The acreage of fall grain in this territory is not as heavy as was sown a year ago by about 25 per cent; have had a steady cold winter with snow enough to keep crop in good condition; about 75 per cent of wheat crop marketed and about a third of the corn crop. H. G. Asay, Agt., Omaha Eltr. Co.

Nebraska is again threatened with a landlord and tenant law similar to those enacted in other states for the protection of landlords, the purpose being to make the grain buyers guarantee and collect the rent from dishonest tenants. If averse to paying for grain a second time, write your representatives in the state legislature.

At present it seems probable that Senator Brady's bill will be substituted for Representative Ramsey's bill No. 70. Brady's bill No. 102 is as follows: Section 1. That any railroad company operating within this state shall when requested in writing, by owner, owners, or operators of any eltr., at any station within this state through which any railroad is operated, erect and maintain a side track of suitable length to approach as near as four feet of the outer edge of their right of way when necessary, and in all cases to approach as near as may be necessary to approach any eltr. that may be erected adjacent to their right of way, for the purpose of loading grain into cars from said eltr. Section 2. That any railroad company operating as a common carrier within the state of Nebraska which shall fail and refuse to comply with the provisions of this act for the space of sixty days after the request in writing as above mentioned shall forfeit and pay to the state of Nebraska the sum of \$1,000, to be collected in a civil action in any court of competent jurisdiction.

NEBRASKA LETTER.

The acreage of winter wheat is 1 per cent larger; the condition as compared with last year, 3 per cent less; the amount unmarketed, Dec. 15, 27 per cent.

The Nebraska Grain Dealers Assn. recently distributed crop report No. 11, showing Nebraska to have had a corn acreage of 5,712,736, and an average yield of 36.5 bus. per acre; a total yield for the state of 191,753,806 bus., 54 per cent of which will grade No. 3 or better, 31 per cent No. 4, and the balance 15 per cent unmerchantable. Of the total yield 44 per cent will be required at home for feed. The report shows less than 1 per cent of the 1901 crop carried over, or 362,000 bus.

Geo. W. Lowrey of Lincoln has sold his Tamora, Staplehurst and Pleasant Dale eltrs. to the Nebraska-Iowa Grain Co. of Omaha, which will operate them and his Diller house to the Ewart-Wilkinson Grain Co. of Lincoln. The trade at large will regret Mr. Lowrey's disposal of his property in this state so that he may seek a more healthful climate for his wife, who is in failing health.

C. J. Miles, grain dealer of Hastings, continues to have honors heaped upon him. In addition to being mayor of Hastings and supreme sentinel of the order of united commercial travelers of America, he has now had added to his list of titles that of president of the Hastings' Commercial Club, recently organized. If Mr. Miles continues at the present rate his "breast plate" will rival that of his namesake, the major general of the United States army.

The meeting of farmers called by Jas. Butler of Kansas and Cuthbert Vincent of Omaha, and addressed by these worthies, together with C. Hoffman of Kansas, with well known socialistic tendencies, hardly assumed the dignity of a movement; at least their meeting of Jan. 22 resulted in nothing being accomplished further than the exploitation of considerable hot air, an extemporaneous speech by Vincent, because some one ventured to question the honesty of the motives of himself and others connected with the attempted movement. A prepared speech was made by Mr. Butler, who refused to elucidate his statement when assailed by farmers and farmers' elevator managers present. A smooth talk by Hoffman prepared those in attendance for the shock they must feel when he asks \$10,000 a year for the management of their institution after organized, and which intention on his part was very evident from his remarks. A number of catch questions were hurled at one or two who attempted to say that the farmers were not so badly abused in Nebraska as Butler-Vincent-Hoffman et al., would lead them to believe, and who denied the fact that elevators whether operated by corporations, individuals or companies of farmers, could not market their grain one as freely as another. The end was the final withdrawal from the meeting of those who were not "thrusting for blood" but who merely were interested in seeing justice done both farmer and grain dealer alike, and the final explanation of Mr. Butler of his connections with a Kansas City receiving house, after he and several others of the leaders had been able to get together after the supper hour and frame an explanation, which on the face of it was a lie. This and the appointment of a temporary chairman, secretary and organization committee with instructions to report at another meeting called for Feb. 11, was all that was accomplished, unless it might be said that it was evident from the temporary action taken, that it was the intentions of the Nebraska farmers to repudiate the "grafters," who expected a soft berth and thought themselves capable of smoothly worming themselves into the good graces of the Nebraska farmers, with that end in view.—E. C.

NEW ENGLAND.

Boston, Mass.—The addition to the grain conveyor to be erected for the N. Y., N. H. & H. Ry. will be 450 feet long.

The demand for grain in the New England states is largely for milch cows, which usually calve during February and March, when they are almost entirely grain fed.

Boston, Mass.—The Chamber of Commerce held its annual meeting Jan. 20 and elected the following officers: Wm. H. Lincoln, pres.; Geo. H. Leonard, 1st vice-pres., and John F. Crocker, 2d vice-pres.

NEW YORK.

New York.—The Produce Exchange will take action looking to the maintenance of commission rates.

New York City.—C. Rosenstein & Co. have installed a No. 7 traveling brush Clipper Cleaner in their warehouse.

Buffalo, N. Y.—The Niagara Grain Eltr. belonging to the Western Transit Co. is being emptied for enlargement and repairs.

Holley, N. Y.—W. D. Hatch is now using a No. 27 roll-traveling brush Clipper Cleaner, and an outfit of Clipper Picking Tables.

Buffalo, N. Y.—The Washburn-Crosby Milling Co. of Minneapolis has purchased a site here and will probably build a mill shortly with a capacity of 3,000 bbls.

Albany, N. Y.—The storehouse of the Empire Hay & Grain Co. burned Jan. 28, with about \$2,000 worth of baled hay and \$500 worth of rye straw, partly insured.

New York City.—H. W. Booth & Co. incorporated, \$10,000 capital stock. Directors, H. W. Booth of New York City, W. M. Booth and W. W. Booth, Jr., of Cortland.

New York.—The Produce Exchange Gratuity Fund ended its year with only 50 assessments and a surplus of \$780,000, or \$30,000 more than the required amount, the best showing in years.

Buffalo, N. Y.—An informal banquet will be given in February by the grain dealers who are members of the Merchants Exchange, and their friends identified with banking and transportation.

New York.—A scarcity of corn on account of the car shortage put the price of January delivery to 71 cents in New York, while the February option was 60 cents during the last days of the month.

New York.—The Produce Exchange will vote Feb. 19 on a resolution that will divorce it from all connection with bucket shops. Members will be prohibited from having dealings with any exchange that connives at dealing in differences.

Remsen, N. Y.—F. E. Thompson of Holland Patent has bot out the Remsen Milling Co. and will conduct a grain, flour and feed business. In the spring he will replace 25 h. p. gasoline engine with one of the latest type and will build a large storage house. Mr. Thompson has been succeeded at Holland Patent by John Miller, formerly of Dolgeville.

New York City, Feb. 2.—Four operators of a get-rich-quick wheat syndicate were arrested on the charge of violating the postal laws. Subscribers were promised a profit of \$200 in 30 days from an investment of \$50. Colgate Fales, a member of the Produce Exchange, F. G. Gardner, broker, and J. H. Evans, publisher of the Wall Street Press, are the accused.

BUFFALO LETTER.

Grain men are doubtful of the report that the Pere Marquette would build a transfer eltr.

It looks as though there would have to be a track weighmaster stationed on the Black Rock side of the city. The business is carried on at Ryley's International Eltr. at present, where he is also running a feed mill.

The complaint of cars from the west is worse than ever, the roads so often refusing to take the freight at all. The word "embargo" is a very uncomfortable one in this connection. Spot cars are plentier.

The Exchange has posted a notice stating that Christian C. Voltz of the firm

of J. S. Voltz & Co., having failed to comply with the decision of the reference committee in the case of Burns Bros. against said firm, is suspended from the Exchange.

Buffalo is still out of line in wheat, so that there is very little doing as compared with corn. Eastern customers seem to be making large use of state wheat, which, being more or less grown, sells considerably lower than western wheat. Spring wheat sells about as slow as winter.

The prospect of canal legislation is good, the hearing of February 3d developing no determined opposition. Only three people appeared against it and they have no very dangerous following. The general transportation situation indicates the need of an enlarged canal more than ever before.

Robert W. Chapin, head of the branch house of Chapin & Co. of Milwaukee, is slowly recovering from an attack of appendicitis. It is said that a delay of the operation another day would have rendered the case fatal. Mr. Chapin has been a feed expert here a long time and is popular on 'Change.

The Merchants Exchange trustees have reappointed Junius S. Smith lake weighmaster and President Dodge has made up a part of his committees. D. M. Irwin remains chairman of the grain committee and J. S. Devine of the inspection committee. The reference committee, which was so unusually active last year, will be headed by grain dealer F. L. McMullen.

Another transfer station will be in service at Seneca street and the Buffalo Creek railways as soon as the Eldad mill is rebuilt. Work is well under way now and will be carried on as fast as the weather permits. There seems to be money in combining this business with corn and feed milling, clipping oats and the like. All concerns in this line seem to be doing very well.

The option traders were called together by President Ball on the 4th to take up the question of trading in small lots to accommodate the country custom. It appears that the option lots have of late seldom been less than 5,000 bus., which is more than the average consumer down the state wants at a time. So it is urged that a return be made in part to trades of a thousand or two, which will no doubt be done.

The grain trade has recommended and the Exchange adopted some new weighing rules, which specify that grain weighed into elevator from vessels, or from elevators to vessels or side bins shall pay 12 cents per 1,000 bus. for the service; into rail transfer elevators from cars or track weighing, 35 cents per car, no weighing-out charge; weighing out of lake elevators to cars, 25 cents per car; canal boats to or from elevators, \$1.50 per boat load; fees to be paid monthly to the Exchange for a separate fund.—J. C.

NORTH AND SOUTH DAKOTA

Maza, N. D.—A. J. Kildahl and others will build an elevator.

Northwood, N. D., Jan. 20.—The Heising Eltr. Co.'s eltr. burned. Loss, \$10,000.

Tappen, N. D.—The Powers Eltr. Co. will build a 25,000-bu. eltr.; gasoline power.

Devils Lake, N. D.—The Minnesota Fiber Co. is installing a No. 7 Clipper traveling brush cleaner.

North Dakota dealers will profit by perusing last decision quoted in "Suits and Decisions;" this number.

Jefferson, S. D.—The Sioux Grain Co. has placed No. 7 Clipper Cleaners in its eltrs. at Vermillion and Parkston.

Canton, S. D.—Canton Grain Co. has built a new eltr. C. Braithwaite, agt. Terwilliger & Dwight, Canton, S. D.

Doland, S. D.—The Atlas Eltr Co. have decided to rebuild and will begin the erection of a larger eltr. early in the spring.

DeSmet, S. D., Jan. 26.—The eltr. of the Atlas Eltr. Co. burned with 1,200 bus. of wheat and 600 bus. of barley. Loss about \$7,000. Part of the grain was insured.

Bonesteel, S. D.—The Nye-Schneider-Fowler Co. eltr. has been completed. It has a capacity of 40,000 bus. The 350,000-bu. eltr. of the Updike Grain Co. is nearly complete.

Sheffield, S. D., Jan. 26.—The eltr. of John Blair burned with 11,000 bus. of wheat and a quantity of other grain. Loss, \$12,000; insurance, \$800 on building. Contents not insured.

Grand Forks, N. D., Jan. 29.—Shippers have been notified that the demurrage rules henceforth will allow 48 instead of 24 hours for loading or unloading, after which the charge will be \$1 instead of \$2 per day. This action by the Great Northern and Northern Pacific was unsolicited and came as an agreeable surprise to many.

Bismarck, N. D.—The house has adopted a resolution providing for the appointment of a committee of 7 to confer with the committee from the board of trade of Superior, Wis., to devise a plan for establishing joint inspection of grain at Superior. The board of inspectors is to be composed of 3 members, 2 named by the governor of Wisconsin and 1 by the governor of North Dakota.

NORTHWEST.

Great Falls, Mont.—The Royal Milling Co. will build a 60,000-bu. grain storage tank.

Bozeman, Mont.—Nelson Story & Co. will rebuild the mill at Bridger canyon at a cost of about \$75,000. The eltr. in connection will have a capacity of 100,000 bus.

OHIO.

Morral, O.—Farmers talk of building an eltr.

Defiance, O.—Wm. Ridenour is doing a scoop shovel business.

Clyde, O.—G. M. Benfer has purchased a No. 9 Clipper Cleaner.

Van Wert, O.—Ireton Bros. will rebuild as soon as possible.

Mingo, O.—Chamberlain Bros. of No. Lewisburg will build an eltr.

Circleville, O.—Lyman Bell will erect a grain eltr. at Ritt's crossing.

Oakwood, O.—H. S. Robison is attempting to do a scoop shovel business.

Townwood, O.—Cottingham & Franklin have succeeded H. C. Tinkham.

Fremont, O.—Gottron Bros. will engage in the grain business and build a large eltr.

Cincinnati, O.—The Union Grain & Hay Co. has increased its capital from \$15,000 to \$400,000.

Savona, O.—J. W. Beck is not in the grain business. Jed Coppock is agt. for Patty & Coppock.

Harpster, O.—C. F. Barnhouse of Morral has bot the eltr. of Sears & Lewis and has taken possession.

Payne, O.—The Hyman Grain Co. has succeeded the Payne Stave Co. and has just completed a new eltr.

Fletcher, O.—Duncan & Co. have bot a site and expect to build an eltr. as early as the weather will permit.

Wakeman, O.—Geo. Burk has sold his interest in F. Burk & Son, and will run the eltr. for Close, Peak & Hawkins.

Cincinnati, O.—The old Erkenbrecher wheat starch plant of the Corn Products Co. has been closed, for the first time in 15 years.

Venice, O.—S. E. Willey is at the head of a company organized to build and operate eltrs. at Scottsdale, Peoria and a branch here.

Briceton, O.—John Wickenhiser & Co. of Toledo have purchased ground and will erect a 30,000-bu. eltr. on the N. Y. C. & St. L. Ry.

Batson, O.—Brady Bros. & Gillem are not in the grain business but are scoop-shovel men on the Findlay, Ft. Wayne & Western branch of the C. H. & D.

Mansfield, O.—Geo. W. Lynn, formerly chief inspector of the Produce Exchange at Toledo, has succeeded C. D. Fitten as supt. of the Goemann Grain Co.'s eltr.

Metamora, O.—Metamora Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, F. C. Ballers, J. E. Dawson, E. S. Davall, Horace Tredway and H. H. Tredway.

Scipio Siding, O., Feb. 4.—Wheat looks well considering the time it was sown; a great deal sown very late on account of wet weather at seeding time.—S. J. Beeghly.

Marion, O.—J. M. Neer, proprietor of the elevator, declares that if the Pennsylvania Co. moves his elevator from the ground on which it now stands he will erect another on the same spot.

Agosta, O.—C. F. Barnhouse of Morral has purchased the eltr. and mill of the Agosta Grain Co. and will take possession about Apr. 1. The mill machinery will be removed and storage bins put in.

Pemberton, O.—Simmons & Faulkner will succeed J. W. Simmons after Mch. 1, Mr. Simmons having sold a half interest in his business. They will enlarge the eltr. and put in all new and larger machinery.

Latty, O.—John Wickenhiser & Co. of Toledo have bot the two eltrs. of Royce, Coon & Tinkham for \$11,000. H. C. Tinkham remains as manager for an indefinite time to close up the business for the old firm.

Roxabell, O., Feb. 2.—Wheat is in fine condition throughout this section; winter has not affected it any; is thick on the ground and of healthy appearance. Corn is mostly marketed here; cars have been a great drawback this season.—Chas. McCafferty.

St. Paris, O., Feb. 2.—Some complaint of the wheat being pulled up by the frost in this section; roads muddy; delivery of grain by farmers very light; cars scarce and hard to route on account of embargoes on almost all railroads.—John Duncan.

St. Johns, O.—It is very difficult to do business in a satisfactory way, even to ourselves, with only from 1 to 4 cars per week when we need 1 every day. All the eltrs. along the D. S. R. R. near here are full of grain and many houses have been closed for the want of cars.—Nutt, Allen & Co.

Don't fail to advise farmers to sow white oats and to plant yellow corn; and the sooner they select their seed corn the better. When a lot of nice white oats is received it should be saved for the farmers for seed, so should yellow corn. It will pay the dealer as well as

the farmer to do so.—E. A. Grubbs Grain Co.

Portsmouth, O.—H. S. Grimes, whose personal worth is known to grain dealers everywhere thru his valuable work in connection with the Grain Dealers National and the Ohio State Associations, is just as well appreciated in his own city. He has been nominated for the office of president of the city council of Portsmouth. Mr. Grimes has been active in promoting the industrial welfare of the city and has the hearty indorsement of its business interests.

PACIFIC COAST.

Colfax, Wash.—D. W. Greenburg, agt. for Kerr, Gifford & Co., has removed here from Pullman.

Seattle, Wash.—Francis P. Goss has been appointed the representative of the Grain Dealers Journal.

Salt Lake City, Utah.—The Vogelar Seed & Produce Co. has installed a No. 9 Clipper Cleaner in its warehouse.

Spokane, Wash.—Wheat is now bringing the highest price in years in the Palouse country, being 63 to 65 cents for sacked wheat in warehouses.

Under a bill introduced in the Washington state legislature by Representative Durham grain inspection will be optional with the shipper. Exporters buy grain on their own judgment, so inspection in most cases is useless.

Seattle, Wash.—C. H. Hamilton is opening a coast system of branch houses for the Weare Commission Co., of Chicago, consisting of 20 offices between Vancouver, B. C., and Los Angeles, Cal., with headquarters at Seattle, and Mr. Hamilton in charge.

For the first time in the history of Idaho corn has had to be brought in from the central states. This is caused by great number of herds and by the car shortage. The Ore. Short Line and Union Pacific have made special rates on corn from Nebraska.

Portland, Ore., Jan. 15.—The Northwest Millers Asso. was organized at a meeting of more than a score of Oregon millers. The evil of loaning bags to farmers will be investigated by the executive committee. Millers of Idaho and Washington are eligible to membership.

San Francisco, Cal.—The work of tearing down the present building of the Merchants Exchange will begin within a month, and the new building will be completed in 2 years. The new building will be 13 stories high, fireproof, and composed mainly of steel, iron and terra cotta. The Southern Pacific Co. has leased 9 floors for offices, above the 4th floor.

San Miguel, Cal., Jan. 27.—There is not much to report from this section at this time. Our usual winter rains are holding off, causing some apprehension as to the outcome; wheat and barley acreage is large and no serious damage has been sustained as yet. At this writing it is raining lightly and we hope for a copious downpour; should an inch or more fall before it clears up the conditions would be entirely satisfactory. Prices continue to rule high and firm.—Southern Pacific Milling Co.

Russell, Idaho.—The Russell Grain & Tramway Co. incorporated, \$15,000 capital stock. Directors for the first year are: E. H. Waters, N. Treisch, Emil Brann, N. B. Schlader, J. W. Rozen, A. F. Harbke, H. Schlader, Geo. Vliet, W. J. Ramsey, Geo. Gertje and John Cochran. Farmers in this vicinity have had great difficulty in getting grain to

market on account of the distance and the almost impassable roads. The company will build and operate an overhead tramway to some point on the Clearwater Short Line Ry.

SAN FRANCISCO LETTER.

Millers have advanced all grades California, Oregon and Washington flours another 20c per barrel on account of the scarcity of wheat.

The demand for California beans in New York, Boston and throughout the East has revived, and is very brisk at present, and quite a heavy movement of beans from here to the Eastern states has resulted. The heaviest demand is for small whites. Limas are selling from \$4.20 to \$4.30 and small whites from \$3.00 to \$3.30 per cental f. o. b., San Francisco.

General rains have fallen over California, and have eased the minds of farmers and dealers, a good crop this coming harvest being almost a certainty. The rains did not have a depressing effect on the markets, as anticipated by a great number of the trade, as dealers feared that the present stock of wheat and barley will not hold out in the event of a shipping demand springing up.

Since the recent sharp advances in Chicago, the wheat and barley markets here have experienced quite a boom, wheat in particular being firmer than it has been in years, and at present writing everything points to still higher prices. Barley has regained nearly all of the ground lost in the last two months, is slowly and surely advancing and will probably continue to look up. The May wheat option sold up to \$1.47 and May barley was snapped up quick at \$1.20 $\frac{1}{2}$ per cental. Spot wheat and barley, in sympathy with the advances in futures, and influenced by the fast decreasing stock in state, rule very firm, and if the present demand keeps up, prices will go skyward.

The number of disengaged vessels in San Francisco harbor continues to increase, and the charter market is at a standstill. Such few vessels as are negotiating charters, display a decided preference for Australia, as they then can return to San Francisco in time for new crop loading. Puget Sound reports a better movement in grain freights at slightly increased rates—a number of vessels having been taken on Australian and South African account at from 16 shillings to 17 shillings 6 pence for Australia,—same rates also for United Kingdom and from 20 shillings to 21 shillings 6 pence for South Africa. Two vessels are reported to have been chartered to load wheat on the Puget Sound for Yokohama at \$4.50 per ton. This is an unusual thing on the Pacific coast, and is possible on account of the failure of the Australian crop. In former years, Japan has been buying almost all her grain from Australia.

Members of the San Francisco Merchants' Exchange assembled for the last time Jan. 31 at the old exchange building, that they have occupied for twenty years, to bid the old hall farewell, preparatory to moving to temporary quarters. Speeches were made by the first president, Horace Davis, and by the present president, G. W. McNear, and also by Fairfax H. Wheelan. Mr. Davis and Mr. McNear spoke of the development of the exchange from its infancy, and of the difficulties they, with others of the pioneer members, encountered in

bringing it to its present high standard. Mr. Wheelan, representing the younger set, spoke eloquently of the great future in store for San Francisco as being the gate to the markets of the Orient, and of the abundant opportunities of the young men of the exchange to have a share in shaping the future of this city and state, and of their good fortune in being identified with the exchange at this time. After the speeches the assembled members adjourned to tables, where refreshments were served. Then toasts to the old exchange and good wishes for the prosperity of the exchange about to be built were in order, and then, to the strains of a lively tune by the band, the members dispersed. Workmen began tearing down the old building at once. R. E. W.

PENNSYLVANIA.

Waynesburg, Pa.—J. Wesley Closser, dealer in grain and wool, was seriously injured Jan. 21 by a fall in his wool house.

Pittsburg, Pa.—Grain originating on the Pennsylvania lines and shipped to Pittsburg, care of the Central Elevator, can be prorated to any point east at thru rate of freight. No switching charge made. Eltr. charges $\frac{3}{4}$ of a cent per bu. for 30 days. The company will procure B-L if so requested.

Norristown, Pa.—The new plant is nearly completed for G. C. Morgan & Son, who will conduct the business under the name of the Norristown Eltr. Co. The new machinery includes a 36 h. p. Otto Gas Engine, a Monarch Attrition Mill, a 6x18 double Case Roller Mill and a Sprout, Waldron & Co. Cob Crusher.

Philadelphia, Pa.—The following officers were elected at the annual meeting of the Commercial Exchange, held Jan. 27: Chas. Dunwoody, pres.; John O. Foering, vice-pres.; Nathan Sellers, treas. The directors elected to serve 2 years were: H. C. Miller, W. W. Walton, James Hancock, Wm. McAleer, Jr., W. R. Cornell and C. W. Wager.

Pittsburg, Pa.—Grain dealers of central Ohio, whose natural market is Pittsburg, have been investigating the eltr. facilities of that market, with a view to making a larger use of them or build another eltr. The grain trade of Pittsburg could be increased wonderfully if the railroads would give better service, as it is the distributing center for a large territory in western Pennsylvania.

Pittsburg, Pa., Jan. 20.—Members of the Pittsburg Grain & Flour Exchange held a meeting to protest against the embargo upon shipments of grain and hay into that market. A committee composed of L. S. McKallip, W. W. Beatty and W. A. McCaffrey was appointed to confer with the railroad officials. Philip Geidel, secretary of the Exchange, says 500 to 600 cars of grain and hay are on the road for Pittsburg. Much of this has been on the road for as long as 60 days and it is high time it was being delivered, even if an embargo is necessary to effect its arrival. Pittsburg's consumption of hay and grain is from 75 to 80 cars a day, and this amount on the road should keep the trade going a little over a week.

SOUTHEAST.

Birmingham, Ala.—J. N. Mackey has discontinued his grain business.

Dover, Del.—Frederick W. Moury Co. of Philadelphia incorporated, \$150,000 capital stock.

Wilmington, Del.—The Capelle Hard-

ware Co. is putting in a No. 7 traveling brush and special air Clipper Cleaner in its warehouse.

Rippon, W. Va.—We scarcely see how a firm engaged largely in the handling of grain, as we are, could be without the Journal for so small a cost.—Reed & Long.

Wilmington, Del.—Hopkins Hulled Cereal Co. incorporated, \$50,000 capital stock. Incorporators, J. W. DeWitt of Alba, Pa., Kirk Hopkins of Buffalo, N. Y., Jefferson Gamble and Thos. R. Windler of Williamsport, Pa.

Cotton growing is threatened by the boll weevil. The department of agriculture finds the weevil invulnerable to any known insecticide, and predicts its spread to all the cotton states, in which event the south's acreage will be devoted more to wheat and corn, diminishing the quantity shipped in from the north.

SOUTHWEST.

Silver City, N. M., Jan. 20.—Grain and hay warehouse of Ware Bros. burned. Loss, \$1,000; insurance, \$600.

Lawton, Okla.—Christian Bros. of Elmont, Tex., have purchased land and will build an elevator, mill and cotton gin.

Tonkawa, Okla., Feb. 3.—Wheat is in excellent condition in this locality; we had a good rain last night.—L. H. Sorey.

Tonkawa, Okla.—A. D. Butt has bought back the elevator that he sold some time ago to the Texas Grain & Flour Co. The Tonkawa Milling Co. will put in new elevator machinery and increase its capacity about 8,000 bushels.

New Orleans, La.—J. E. Robinson, chief inspector of the New Orleans Maritime & Merchants Exchange, reports the wheat exports from this port for the month of Jan. as 1,216,203 bus.; corn, 3,798,504 bus., and rye, 17,142 bus.; compared with 730,697 bus. of wheat and 17,142 bus. of corn for Jan., 1902.

New Orleans, La.—The month of Jan. was a record breaker in the amount of grain shipped thru this port, and of a total of 5,931,939 bus. of grain the New Orleans Maritime & Merchants Exchange inspected 1,176,203 bus. of wheat, 3,343,866 bus. of corn and 17,142 bus. of rye, or 4,537,211 bus. of grain out of the total.—Fred Muller, secy.

Kingfisher, Okla., Jan. 21.—The regular meeting of the Grain Dealers Association of Oklahoma and Indian Territory was very enthusiastic and largely attended. After the meeting was called to order at 2 p. m. strong addresses were delivered by G. J. Gibbs, of Clifton, pres., and H. B. Dorsey of Weatherford, Tex., secy., of the Texas Grain Dealers Association, Frank Kell of Wichita Falls, and Glen Walker of Fort Worth, Tex., secretary of the Texas Millers Association. The reports of the officers were read and approved. The time of holding the annual meeting was changed from January to May, and the officers elected at this meeting will hold until May, 1904. A meeting of the association will be held at El Reno some time during May. The meeting was one of the most successful held in the territory, and showed that the organization is in fine shape. The irregular dealer and the scoop shovel operator have a hard road to travel in Oklahoma. The local dealers of Kingfisher gave the members and visitors present a fine banquet at the Kingfisher hotel, after partaking of which a vote of thanks was tendered the local dealers and the citizens for the royal manner in which they had entertained the association. E. D. Humphrey of El Reno was elected

pres., Bruen House, vice-pres., C. T. Prouty of Kingfisher, secy. and treas. The following board of directors was elected: E. D. Humphrey, El Reno; E. L. Donahue, Ponca City; George A. Masters, Ferry; R. H. Drennan, Okla. City; Wm. Goltry, Enid; George A. Harbaugh, Alva; W. H. Coyle, Guthrie.

TENNESSEE

Pulaski, Tenn., Feb. 3.—The grain business is overdone here; our roads are so bad that farmers cannot deliver. Wheat is doing well. We look for a good crop, but acreage is smaller than usual.—W. R. Craig.

TEXAS.

Denton, Tex.—The present outlook for wheat and volunteer oats is all that could be desired.—C. F. Witherspoon.

Kosse, Tex.—Wm. Welch has purchased the interest of Albert Jennings in the firm of Jennings & Allen.

Galveston, Tex.—The eltr. of the Rosenbaum Grain Co. of Chicago is ready for business.—J. A. Marcotte is mgr.

Houston, Tex.—T. M. Thompson & Co. have built a new mill at a cost of \$45,000. The eltr. attached has a capacity of 144,000 bus.

Read notice of decision of court of civil appeals in case of Hillsboro Brokerage Co. vs. Sturgis Natl. Bank in "Suits & Decisions," this number.

El Campo, Tex.—The El Campo Rice Milling Co. incorporated, \$50,000 capital stock. Incorporators, F. J. Havely, T. D. Fisher, J. B. Holloway, E. H. Koch, T. J. Pools and Bernard Brown.

Mr. Gregory, who formerly conducted the Hillsboro Brokerage Co., and the Austin Brokerage Co., hopes to catch the unwary under the name of the Capital City Brokerage Co. at Austin, Tex. The Irwin Grain Co. identified with the same crew, who did business at Lampasas as the Lampasas Grain Co., now is turning a few tricks at Waco.

Galveston, Tex.—The exports of grain for the month of Jan., as reported by C. McD. Robinson, chief inspector, were: Wheat, 1,112,447 bus., and corn, 672,856 bus., compared with 88,370 bus. of wheat and no corn during Jan. of last year. The total since Sept. 1, is: Wheat, 7,071,486 bus.; corn, 1,635,643 bus., and rye, 12,054 bus.; compared with 3,760,449 bus. of wheat and no corn or rye for the same period last year.

TEXAS LETTER.

The Railroad Commission of Texas has authorized a rate of 15 cents per 100 pounds on seed rice from T. & N. O. and G. H. & N. Ry. points to points on the Cane Belt and the New York, Texas and Mexican Ry., effective Jan. 27.

The arbitration committee of the Texas Grain Dealers Asso. met at the Oriental Hotel, Dallas, Jan. 27, to adjust claims. Secretary Dorsey stated that they adjusted quite a number satisfactorily.

The Rice Asso. of America held the convention in Houston, Jan. 20, 21, and 22. The attendance at this convention was large and enthusiastic. They decided among other important matters to have a rice kitchen and exhibit at the St. Louis World's Fair.

The rice belt in Louisiana has had plenty of rain. It has filled all the canals with fresh water and washed out all the brackish water which came up from the gulf and these facts would indicate that there would be a good crop of this cereal the coming season.

The Railroad Commission of Texas has established the following rates on rough rice on the Southern Pacific Lines in Texas, effective Jan. 24: For 10 miles and less, 5 cents per 100 pounds; 15 mi. and over 10 mi., 6c; 35 mi. and over 15 mi., 7.5c; 35 to 60 mi., 10c; 60 to 70 mi., 11c; 70 to 100 mi., 13c; 100 to 150 mi., 15c.

The Rock Island Ry. has issued a notice that beginning Feb. it has withdrawn all rates on grain and grain products to points on the San Antonio & Aransas Pass Ry. This action on the part of the Rock Island will cause some inconvenience, as there is considerable grain moving to points in south Texas.

L. G. Belew, grain dealer and member of the executive committee of the Texas Grain Dealers Asso., speaking of the crop says: "There is every prospect of a good crop of grain in this state and all the reports of the pests in the fields so far as I have been able to ascertain have been without foundation. There is nothing in the reports."

The rates which were promulgated from St. Louis Jan. 27 are the subject of much discussion among the dealers, but up to this time few of the dealers have seen or studied the new rate sheet. Many of the Texas roads have announced that they will protect the millers on their respective lines so far as the new rates are concerned.

The weather and general condition continue to be excellent for the growing grain crops. It has been clear for some days past and during the early part of last week was very warm, which gave the farmers a fine opportunity to plant oats and the acreage given over to this grain is reported to be large, although not so large as the wheat acreage. All the reports of green bug have died out, as, upon most thorough investigation, they were found to be utterly without foundation in every case.—J. S. W.

WISCONSIN.

Marshall, Wis.—The Milwaukee Eltr. Co. is repairing the eltr. it recently purchased.

Milwaukee, Wis.—John C. Spencer, a member of the Chamber of Commerce, died Jan. 26.

Bay City, Wis.—Tucker & Co. have leased the eltr. of M. Dosdall and expect to run it.

LaCrosse, Wis.—The Hyde Eltr. Co. has increased its capital stock from \$200,000 to \$300,000.

Fond du Lac, Wis.—P. F. Bonlay & Bro. incorporated, \$10,000 capital stock. Incorporators, Paul Bonlay, Geo. Bonlay and Anna Bonlay.

Marinette, Wis.—The Carpenter-Cook Co. of Menominee, Mich., will probably erect an eltr. during the year on the site recently purchased.

West Superior, Wis.—The Coe Commission Co. bucket shop has got 2 memberships in the Superior Board of Trade, which no doubt is ignorant of the concern's true character.

Country grain dealers who receive grain in store for the account of their patrons and who do not wish to pay for expensive red tape and inspection should communicate with their senators and representatives to oppose the bill regulating eltrs.

Madison, Wis., Jan. 21.—Millers attending the convention of the Wisconsin Millers Asso. are warm in their denunciation of the Minnesota grain inspection. They desire a uniform inspection that

shall cover the whole spring wheat territory.

Milwaukee, Wis.—The W. J. Armstrong Co. has taken possession of the Salisbury eltr. and will remodel it. This eltr. has a capacity of 30,000 bus. A warehouse has just been completed adjoining which has a capacity for about 60 carloads of hay and feed.

Have you read the warehouse bill introduced in the state legislature? It is designed ostensibly to provide for inspection at Superior and for Superior only, but there is room for much doubt. Underneath the entire agitation hides a desire to establish and regulate public storage at country points. Keep in touch with your representatives.

Superior, Wis.—Senator Geo. B. Hudnall has introduced a bill in the Wisconsin legislature which concerns the owner of every eltr. or warehouse in the state who receives the grain of different owners, mingles it with other grain, and issues receipts therefor, whether located at a small country station or in the city of Milwaukee. Failure to conduct a public warehouse in the manner required by sections 2 to 5 of this bill will subject the owner or employe at such eltr. to a fine of \$100. Section 7 provides for the law taking effect immediately upon passage.

SEEDS.

A. L. Fisher, dealer in seeds at Brockville, Can., has made an assignment to Geo. A. Dana.

Representative Kinnison of Finney, Kan., besides being a law maker, deals extensively in alfalfa seed.

Wm. E. Shaeffer, dealer in seeds, grain and dried fruits at Lockport, N. Y., sustained a loss of about \$20,000 Jan. 25 by fire.

The Lee Pioneer Seed Co. has been incorporated at Denver, Colo. Capital stock, \$10,000; incorporators, H. M. Lee, M. S. Reed and J. A. Graham of Denver.

Either the demand for field corn is to be unusually good this season or it is setting in uncommonly early. One firm reports having sold 20 carloads before Feb. 1.

During the seven months ending July, 1902, the imports of flax and timothy seed into the Philippine Islands were 3,036 pounds, compared with 639 pounds for the same months of 1901.

Clover seed amounting to 7,885 bags was exported from New York during the week ending Feb. 7, compared with 2,300 bags for the corresponding week of last year.

Clover seed received at Toledo during the week ending Feb. 7, amounted to 3,060 bags, compared with 1,500 bags for the corresponding week of last year; receipts for this season have been 77,395 bags, compared with 100,760 bags for last season.

Clover seed shipments from Toledo for the week ending Feb. 7, were 7,616 bags, compared with 5,050 bags for the corresponding week of last year; shipments for the season have been 49,515 bags, compared with 66,424 bags for last season.

Receipts of clover seed at Toledo have been liberal and will be for awhile longer, with some interior dealers sending in the remainder of their surplus. Stock here decreased nearly five thousand bags this week, shipments being free, mostly for domestic use. Fresh export demand

THE GRAIN DEALERS JOURNAL.

has been smaller and many domestic dealers are still waiting, encouraged by the bears and liberal receipts. Speculation continues quiet. Big bulls continue confident of higher prices. C. A. King & Co.

Wood & Stubbs, dealers in seed at Louisville, Ky., have brot suit against John Schaefer & Sons to recover \$10,000 damages on account of having retailed 247 pounds of seed to growers who reported it not home grown, as represented.

The correct mixtures of different seeds to make up clover grass seed for permanent meadows, permanent pastures and particular purposes, about 20 in number, are given in the descriptive catalog of Vogeler Seed Co., Salt Lake City, Utah.

London, Jan. 19.—The few samples of English red clover offering, though of inferior quality, were cleared at high prices. All foreign markets for red clover are

More requests for seed corn have been received already this year than have been received before at the Minnesota Experiment Station in all the years of its existence. While Minnesota farmers are evincing more interest in corn as its culture is extending northward the immediate cause of the unprecedented demand is the cold and wet summer which prevented the maturing of good seed.

PATENTS GRANTED

Bert Niles, Croswell, Mich., has been granted letters patent, No. 719,249, on an explosive engine.

Ferdinand L. Heinrich, High Hill, Tex., has been granted letters patent, No. 719,591, on a baling press.

Wm. M. Everett, Tenafly, N. J., assignor of one-quarter interest to M. C. Jacobs, Englewood, N. J., has been granted letters patent, No. 719,653, on a rotary gas engine.

Otto G. Rieske, Dayton, Ky., assignor of two-thirds to Jas. J. Grogan and Jas. E. O'Connell, Cincinnati, O., has been granted letters patent, No. 719,045, on a rotary gas engine.

Leonidas G. Woolley, Kenton, O., assignor to the Magneto Electric Co., New York, N. Y., has been granted letters patent, No. 719,407, on a combined regulator and safety mechanism for explosive engines.

Richard Blum, Berlin, Germany, has been granted letters patent, No. 719,178 (see cut), on a conveyor. The material is carried upon a grating formed of links, connecting shafts, connecting pairs of wheels, running upon parallel tracks.

Jno. Riley, Minneapolis, Minn., has been granted letters patent, No. 719,875 (see cut) on a grain door for freight cars. The door is composed of a wooden frame having a corrugated surface formed of sheet metal. The door is hung from and slides upon a track.

Edw. M. Gilbert, Byron, Minn., has been granted letters patent, No. 719,219 (see cut), on a bag holder for bagging grain. A standard supports a hopper, to which is pivoted a bail. A spring holds the bail in contact with the standard, to keep it in position by friction.

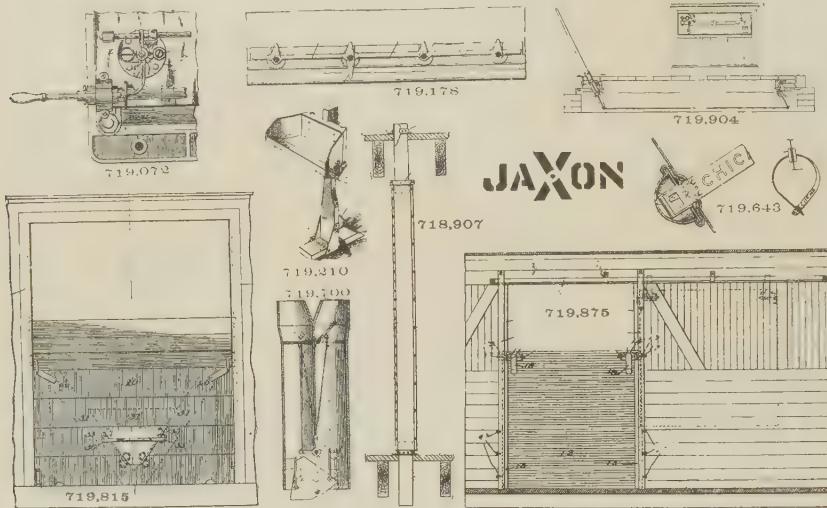
Henry V. Kuhlman and Geo. A. Woodward, Chicago, Ill., assignors of one-half to Thomas B. Kirby and Frederick W. Renshaw, Chicago, Ill., have been granted letters patent, No. 719,815 (see cut), on a grain car door. The car door has a triangular opening closed by two hinged doors. The door slides in vertical guideways in the door posts.

Louis Burmeister, Milwaukee, Wis., has been granted letters patent, No. 718,907 (see cut), on an elevator leg. Tubular stubs project from the top and bottom floorings of a building and are connected by a sectional elevator leg, whereby the leg when detached from the stubs may be moved longitudinally for the inspection of the belt passing thru the leg.

Clark Sherman, Frankville, Ia., has been granted letters patent, No. 719,700 (see cut), on a grain weigher. A hopper is mounted to oscillate and discharge into a chamber divided by a vertical partition. The outlets of the two chutes are closed by valves controlled by levers, operated by a rockshaft, which also controls the alternate discharge of the hopper into the chutes.

Frederick W. Taylor and Willis H. Sargent, St. Johnsbury, Vt., assignors to the E. & T. Fairbanks & Co., St. Johnsbury, Vt., have been granted letters patent No. 719,904 (see cut), on relieving gear for scales. Platform operating levers are pivoted upon the corner irons. Links are supported at one end by the levers and at the other end bear against the platform. One of the levers is extended up to enable the operator to raise or lower the platform.

Chas. G. Annesley, Buffalo, N. Y., assignor to the Buffalo Gasoline Motor Co., Buffalo, N. Y., has been granted letters patent, No. 719,072 (see cut), on a spark igniting mechanism for explosive engines. This device provides for varying the time of ignition. The adjustment is effected by 2 sleeves, one within the other, the outer one driven by the engine. The inner sleeve is splined to the outer sleeve and also has an inclined slot, into which projects a pin fixed in the shaft.



daily advancing. Other clovers and trefoil, though less active than red, are fully as dear.—John Picard & Co., in Beerbohm's.

The McMorran-Gray Co., Ltd., has been organized at Port Huron, Mich. M. B. Gray, for 12 years in charge of the seed department of the Cape Vincent Seed Co., will conduct the same department for the new company, which has purchased the entire stock of peas and beans of the Cape Vincent Company.

Shippers of seed corn to southern points are seriously embarrassed by the car shortage and the delay in the movement of cars en route. Prompt delivery of seed is of extreme importance, not only to the farmer, but to the railroad company, for without seed no crop will be raised, and the railroads will lose the hauling of it.

The shipments from Chicago during the week ending Feb. 7 were: Timothy seed, 1,587,984 pounds; clover seed, 481,016 pounds; other grass seed, 295,900 pounds and flaxseed, 13,413 bus.; compared with, timothy seed, 377,406 pounds; clover seed, 89,316 pounds; other grass seeds, 349,357 pounds, and flaxseed, 22,915 bus. for the corresponding week of 1902.

During the week ending Feb. 7, Chicago received 1,246,686 pounds of timothy seed, 450,560 pounds of clover seed, 315,169 pounds of other grass seed and 36,677 bus. of flaxseed; compared with, 308,030 pounds of timothy seed, 153,839 pounds of clover seed, 272,310 pounds of other grass seed and 77,215 bus. of flaxseed for the corresponding week of last year.

Henry Morningstar, Detroit, Mich., has been granted letters patent, No. 719,836, on a gas engine lubricator.

Peter Robertson and Christ Matson, Racine, Wis., have been granted letters patent, No. 718,658, on a gas engine.

Frederick H. Messinger, New York, N. Y., has been granted letters patent, No. 719,486, on a carburettor for internal combustion engines.

Albert F. Parks, Brooklyn, N. Y., has been granted letters patent, No. 719,855, on a stroke varying mechanism for explosive engines.

W. N. Newton, Barnesville, Ga., assignor of one-half to J. J. Garland, The Rock, Ga., has been granted letters patent, No. 719,495, on a hay press.

Josiah S. Tuttle, Kansas City, Mo., assignor of one-half to Grant T. Johnson, Kansas City, has been granted letters patent, No. 719,278, on a baling press.

S. M. Isbell & Co., Jackson, Mich., have registered a trade mark, No. 39,683 (see cut), composed of the word Jaxon, and used upon beans since Jan. 1, 1897.

Robert J. Hurd, Bridgeport, Conn., assignor to the Acme Oil Engine Co., Bridgeport, has been granted letters patent, No. 718,933, on an explosive engine.

Jno. Willoughby, Brooklyn, N. Y., assignor of one-half to Geo. W. Bayley, Brooklyn, N. Y., has been granted letters patent, No. 719,547, on an explosive engine.

Henry W. Tuttle, Philadelphia, Pa., assignor to John M. Scott, Philadelphia, Pa., has been granted letters patent, No. 719,536, on a vaporizer for explosive engines.

GRAIN CARRIERS.

The Southern Indiana railroad has completed 10 miles of its extension from Latta to Sullivan, Ind.

The Lake Shore road has removed the embargo on grain shipments, except as to cars billed to other roads.

The demand for coal to go west and for grain to go east assures lake vessel owners a profitable season in 1903.

A few vessels have been chartered on the basis of 2½ cents for spring shipment of wheat and corn to Buffalo.

It is said the Canadian Pacific contemplates the construction of a number of branch lines thru the wheat country of eastern Washington.

The Chicago, Rock Island & Pacific is surveying a line from Kansas City to Haileyville, I. T., 350 miles, to form a thru line to the gulf.

Wheat growing is taking the place of the cotton crop on thousands of farms along the new line of the Choctaw, Oklahoma & Gulf railroad.

The Chicago, Burlington & Quincy railroad has given notice that Burlington cars must be used only for local business on the company's own lines.

The Big Four has let the contract for grading second track between Pana and Hillsboro, Ill., and for the grading of 48 mi. from Hillsboro to Mitchell, Ill.

The Interstate Commerce Commission will hold a hearing Feb. 26 at Washington to inquire into the recent advances in the rates on grain and other commodities.

A committee of 6, 3 from roads east and 3 from roads west of Chicago, has been appointed to supervise changes in the rates on grain and grain products from the northwest.

Owners of the steamer Rowanmore have brot suit against the Canton Export Co., Baltimore, Md., to recover \$929 on account of one day's delay in loading, the cargo not being ready.

Millers in Illinois who have been loading flour into cars emptied of wheat and sending them on east have been notified to stop the practice on the penalty of having their supply cut off.

The 6 freight steamers of the Northern Steamship Co., controlled by the Great Northern Railroad, have been sold to a syndicate in which the New York-Chicago trunk lines are interested.

Rolling stock of small capacity or inferior construction will be refused, it is said, by the Lake Shore & Michigan Southern railroad. A light car in a heavy train is in danger of being smashed.

Water transportation is employed chiefly for cheaper commodities. Articles valued at less than \$16 per ton form two-thirds of the traffic of the Erie canal. A large part of the low grade freight the railroad could not take except at a loss.

Representative Mann has introduced a bill in Congress requiring the tunnel obstructions in the Chicago river to be removed in a reasonable time, after which those responsible for the maintenance of the tunnels will be fined \$10,000 per month.

Chicago shippers over the Lake Shore and Baltimore & Ohio have been unable to get cars for grain sold weeks ago for January shipment. The situation is made more aggravating by the railroads giving cars to eastern buyers, enabling them to buy and ship immediately.

The Gilchrist Transportation Co. has been formed with \$10,000,000 capital stock to merge the Lake Shore Transit

Co., Globe Steamship Co., Steel Steamship Co., Inland Steamer Transit Co., Vega Steamship Co., Lorain Steamship Co., Tyron Transit Co. and Merida Steamship Co., and thereby control the largest fleet outside of the steel trust on the great lakes.

The Rock Island road has given notice that it will send to store all grain consigned to the Baltimore & Ohio, New York Central, Grand Trunk, Erie, Wabash and Pennsylvania roads, and that all grain in its yards marked "hold" will be sent to store unless released in forty-eight hours.

S. S. Daish & Sons of Washington, D. C., have brot suit against the C. & A. C. Ry. and the B. & O. Ry. to recover \$1,159 damages on account of unreasonable delay in forwarding a carload of hay from Condit, O., to Washington, D. C. Car was loaded and B-L issued by the C. & A. C., but the B. & O. has refused to accept the car on account of an embargo, issued on Dec. 27, under which the company will not receive certain kinds of freight for shipment east, notwithstanding its duty to receive and transport all kinds of commodities which are the subjects of interstate commerce. John B. Daish, attorney



R. B. Carson's Elevator at Moulton, Iowa.

The New York Produce Exchange has urged members of the state legislature to support the bill which prohibits any differential or greater rate for any service rendered in the transportation and delivery of property at the port of New York than is charged for the same service under like conditions by the same carrier, or under an agreement with other carriers, to any Atlantic port outside the state.

Alleging that cars loaded with corn have been held on track an unreasonable time without charging demurrage a number of railroads have brot suit against the Glucose Sugar Refining Co. and the Chicago, Peoria & Western railroad to recover \$32,500. For years, it is claimed, the Glucose Company has used the cars transported over the C. P. & W. practically for storage purposes, at Peoria, Ill.

The Littlefield bill, which was reported to the judiciary committee of the house Jan. 23, is said to have the approval of the president and the attorney general, and contains the best provisions of over 20 bills the committee has considered. Fines of \$1,000 are provided for the giver and the receiver of a rebate. Any corporation that accepts a rebate or attempts to control the sale of any article of commerce in any particular locality is debarred from engaging in interstate commerce.

Senator Elkins has introduced a bill in the national senate authorizing the Interstate Commerce Commission to institute suits in the United States district courts for alleged infractions of the law. Carrier and shipper are required to answer directly and indirectly on all matters in controversy, and the court can compel the production of all books and papers. Willful failure to file and adhere to tariff rules is punishable by a fine of \$1,000 to \$20,000. The measure seeks to make it practically impossible to discriminate in rates and rebates in favor of particular shippers.

ney for the National Hay Association, is prosecuting the suit.

Frank T. Campbell, formerly a member of the Iowa Railroad Commission, has filed a protest with the Interstate Commerce Commission against the great advance in freight rates. Mr. Campbell says the gross earnings per mile in 1901 were \$8,123, being an increase of \$401 per mile over 1900. The operating expenses in 1901 were \$5,269 per mile, an increase of only \$276 per mile. In the face of this fact, he says, the new rates are thrust upon the country with the reiterated excuse that cost of material, labor, wages and fuel has increased. Freight can be hauled, and is being, by the railroads one-half cheaper than ten years ago, on account of improvements in methods of transportation — reduction of grades, straightening and shortening of lines, enlargement of rolling stock, increase of speed and other modern improvements. The railroads have already, by a 22 per cent increase in (1900) classification, more than recouped themselves for the claimed increase in expenses on account of advance in material, wages, etc.

R. B. Carson's Elevator at Moulton, Iowa,

R. B. Carson has recently completed for his own use the elevator shown in the fotograf which is reproduced herewith. It is situated at Moulton, Appanoose Co., Ia., a station at the junction of the Wabash and the Chicago, Burlington & Kansas City, only a few miles from the Missouri state line.

The storage capacity is 16,000 to 20,000 bush. The building is 29x30 and 60 ft. high and contains a Western Sheller and Cleaner and a 16 h. p. gasoline engine. The building at the right is Mr. Carson's commodious office. He is well pleased with his building and machinery.

SUITS AND DECISIONS

Geo. H. Phillips of Chicago has brot suit against W. H. Smith of Galesburg, Ill., to recover \$1,500 due on grain deals.

The Supreme Court of the United States has just held constitutional the law of California prohibiting dealing in stocks on margins.

Annual crops growing on the land do not pass to the purchaser at judicial sale. Aldrich v. Bank of Ohiowa. Supreme Court of Nebraska.

D. H. Weitzel has brot suit against Riner & Waltz, proprietors of a bucket shop at Wellington, Kan., to recover \$600 which they refuse to pay on a series of grain bets. The application of the Kansas law to the case will be watched with interest.

A statute making the specifications of weight in bills of lading issued by railroad companies for hay, grain, etc., shipped over their lines conclusive evidence of the correctness of such weight is unconstitutional. M. K. & T. Ry. Co. v. Simonson. Supreme Court of Kansas.

A statute imposing a penalty on agents transacting business within the state for foreign partnerships which have not complied with conditions not required of local partnerships is held to be void as discriminating against such agents in favor of those of local firms. State v. Cadigan. Vermont. 57 L. R. A. 66.

Chas. G. McNeil, of the McNeil Grain Co., Sioux City, Ia., has brot suit against P. B. Wear of the Weare Commission Co., of Chicago, to recover \$50,000 damages, because the charges made against himself and B. C. Jolly were not proven. Testimony which the court ordered President Warren to produce was burned by the latter.

Where, after a breach of a seller's contract to deliver goods, the buyer, who had contracted for resale of the goods at an advanced price, was unable to obtain other like goods in the open market, he was entitled to recover profits lost through the seller's breach of contract. F. W. Kavanaugh Mfg. Co. v. Rosen, et al. Supreme Court of Michigan. 92 N. W. 788.

Chas. H. Waite and Robert H. Thorburn, of Waite, Thorburn & Co., have brot suit against the former president and former directors of the Chicago Board of Trade to recover \$100,000 damages for suspending them on account of their default in the delivery of corn to Harris, Gates & Co. It is alleged the rule of the Board under which they were suspended is illegal.

A few days after Chas. Schroeder delivered wheat to the elevator of Ulysses Hagey, South Bend, Ind., the building was burned. A receipt had been given entitling Schroeder to the price at any time he demanded it. The proprietor of the elevator claimed that as Schroeder had not demanded payment before the elevator was burned it was the farmer's loss. The court decided the proprietor of the elevator must pay for the wheat.

Where an agent employed to manage the business of the principal at a certain city for a fixed compensation and percentage of the net profits employed necessary assistants, and paid their salary with his own funds, he may recover the amount so paid from his principal. Where the contract under which an agent undertook to manage the business of his principal at a certain city for a fixed salary

and percentage of the net profits contained no guaranty that the agent would make good any loss from failure of customers to pay their accounts, losses accruing from such source cannot be deducted from his fixed salary, but considered only in determining the net profits. A. B. Frank Co. v. Waldrup. Court of Civil Appeals of Texas. 71 S. W. 298.

The contention that the insurance companies were not liable because a part of the wall of the S. F. Leonard seed warehouse at Chicago fell out before the fire broke out, has been denied by the Supreme Court of the United States. Leonard claimed that the fire was the result of an explosion, and that the insurance companies were liable under the clause providing that they shall not be liable for loss by an explosion unless fire ensues, and then for loss or damage by fire only.

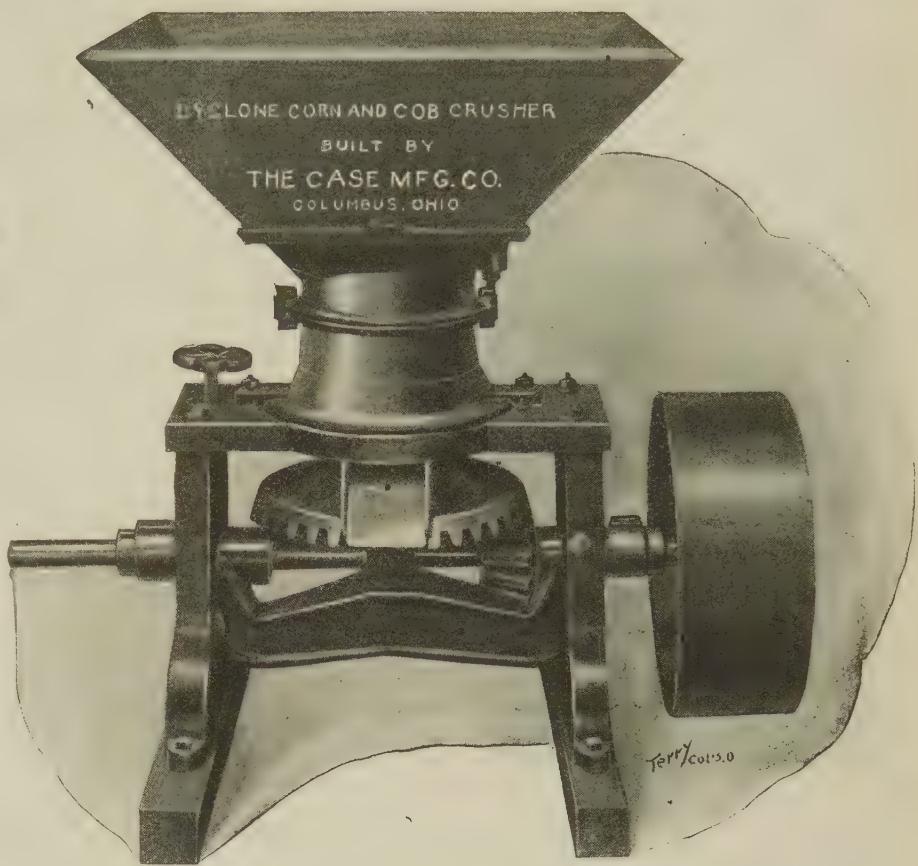
The Hillsboro Brokerage Co. was plaintiff in a case recently decided by the Court of Civil Appeals of Texas. The Hillsboro Brokerage Co. was a partnership composed of W. G. and T. C. Gregory, buying and selling grain and provisions at Hillsboro, Tex. The Gregorys in August, 1901, bot a car of mixed corn from the Hutchinson Grain & Feed Co., of Hutchinson, Kan., at 63 cents per bu. Draft was collected thru the Sturgis National Bank of Hillsboro. The Gregorys proceeded to unload and weigh the corn, when they discovered an alleged shortage of 278½ bus. Thereupon the Gregorys brot suit against the bank for the value of the corn and for the freight they had paid upon the 278½ bus. The decision of the lower court in favor of the bank has just been affirmed. A bank holding a draft attached to a bill of lading, for the price of corn shipped, which holds the draft for collection only, and not as a purchaser, is not liable to the drawee after receiving payment for a deficiency in quantity of corn purported to be shipped, and for the drawer's failure to pay the freight as agreed, and as shown by the invoice to the draft and bill of lading. 71 S. W. 66.

Willis Richmire, a farm laborer, filed a lien of \$136 for his services to Childs, who farmed land in Cass Co., N. D., as a tenant of one Swang. Before the crop was harvested Mrs. Miller acquired Child's interest under a mortgage. On Oct. 22 the plaintiff marketed one load of flax at the defendant's elevator as the agent and at the request of Mrs. Miller. He received the cash for this flax, and turned it all over to Mrs. Miller. Later, and before November 10th, he hauled four more loads of flax as such agent, as he claims, at the elevator, without selling it. The elevator agent claims that these four loads were sold absolutely, but not paid for on delivery; that tickets showing price and weights were delivered to plaintiff for these four loads. These tickets the plaintiff turned over to Mrs. Miller. During the delivery of the last load—and it was incidentally mentioned before—the plaintiff told the agent that he had a "labor bill that he must have satisfied out of the flax." The plaintiff also told the agent not to pay Swang or any one else until his claim was satisfied, and the agent promised not to do so. At the time these four loads were delivered at the elevator, nothing was said by the agent or by the plaintiff tending in any way to show that the flax was to be kept separate from other flax, or that it was not to be shipped in the ordinary course of business. When the last load of the flax was delivered at the elevator, Mr. Swang had notified the agent not to pay

anybody but himself for this flax, and the plaintiff also notified the agent not to pay any one until his claim for labor lien was settled. The agent said that he would not pay anybody until they had settled their rights to the pay for the flax, as he must protect himself and his company. Subsequently Swang indemnified the company, and he was paid for the four loads, and the plaintiff was refused payment, after demand made for it. Swang was paid Nov. 15. The plaintiff filed his lien on Nov. 14. Under the statute giving farm laborers a right to a lien on crops for labor performed in cultivating crop, no lien attaches or is acquired until the claim for a lien is filed, as therein prescribed, in the office of the register of deeds. The statute gives the right to such lien, but none is acquired until such filing. It may be filed within 10 days from the termination of the labor contract. After such filing, the lien attaches from that date, but does not relate back. At the time of the delivery of this flax, and during all the conversations wherein the plaintiff told the agent not to pay anybody until his claim was settled, the plaintiff had no lien, and no right whatever to the possession of the flax for himself. He was the custodian of the flax until delivered as the employe of the owner. The owner was alone then entitled to the possession. The delivery to the elevator company was made by the owner through the plaintiff. The plaintiff then had not the possession of it as and for himself. Nor had he any lien on it. The last of the flax was delivered on Nov. 10, without any promise or agreement that it should be kept separate, or not shipped to the general market. Under the usual course of business of elevator companies, it was immediately mingled with other flax, and soon shipped to market. The agent testified that this flax was shipped out of the state very soon after its receipt, and that there was not a bushel of this flax in the elevator at the time the lien was filed. If it had been shipped out of the state, or mingled with other flax in the elevator, before the lien was filed, the lien could not attach, and the plaintiff therefore never had the right to take possession of the flax under his lien while in the possession of the defendant, or at any other time. The defendant, therefore, is not guilty of converting the flax to its own use when covered by the plaintiff's lien. It cannot, therefore, be held in damages for converting it to its use. The lien must have attached to the flax before the defendant is liable. "It is well settled that no action for conversion can be maintained unless the plaintiff shows a special or general ownership in the property converted, and possession, or the legal right to immediate possession, at the time of the conversion." Parker v. Bank, 3 N. D. 87, 54 N. W. 313. The owner had not put this flax into plaintiff's possession as a recognition of his right to a lien thereon, but did so that he might sell the same for her. He delivered it at the elevator for her, and turned over to her the memoranda received from the elevator company. Until the lien was filed, the plaintiff could have no lien on the flax. The promise of the agent that he would settle with the plaintiff did not establish a lien in plaintiff's favor, and there was no agreement or request that the flax was to be held in the elevator until a lien was filed and the lien acquired. Richmire v. Andrews & Gage Elevator Co. Supreme Court of North Dakota. 92 N. W. 819.

ASK YOUR NEIGHBOR

if his feed and meal department is the most profitable part of his business? His answer will be yes, and you will make a mistake by not installing a first-class outfit such as we are in position to furnish you, and at a remarkably small expenditure on your part.



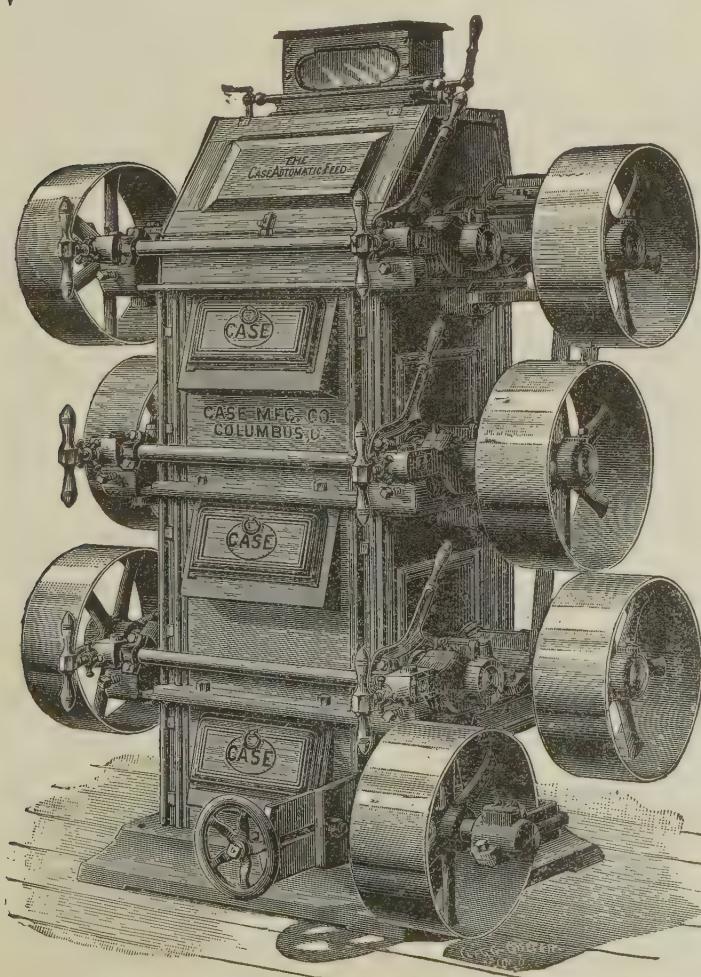
Our Three High Six Roll Machine

is the simplest, most durable and practical machine of its kind. All drives are positive, adjustments are simple and accurate, feed regular; no small or intricate parts to get out of order, easily adjusted to feed or meal grinding. Ansonia Rolls, in fact every point about it strictly first-class.

The Cyclone Crusher has never failed to give perfect satisfaction and there are thousands in use to-day.

Stop and consider the outlook and then write us for prices.

THE CASE MFG. CO.
COLUMBUS, OHIO



Death of Fred Louys.

Fred Louys, the pioneer grain dealer of Stryker, O., died at his home in that city Jan. 2, aged 67 years. He was born at Valentigny, France, and emigrated to America with his parents at the age of 19. The mother died, and the father soon returned to France.

Mr. Louys when a young man engaged in the grain and dry goods business at



Fred Louys, Deceased.

Stryker and continued in the grain trade until his death. Following the dictates of religious convictions Mr. Louys renounced the faith of his fathers and joined the Baptist church, for which he was boycotted in business and socially. In his severe trials his sterling character shone forth and attracted to him many new and stanch friends, who enabled him to build up the business which is being continued by his three sons, Sylvanus, Fred and Harry.

A portrait of Mr. Louys is reproduced herewith.

Books Received.

LEADING NEWSPAPERS is the title of an attractive little volume just received from Geo. P. Rowell & Co., 10 Spruce St., New York City. It treats on newspapers, from the advertiser's standpoint, and is made up of seven different selections, compiled by the Editor of Printer's Ink, from the American Newspaper Directory, together with index from which is recapitulated every paper named in either combination. It contains 204 pages, is cloth bound and printed on good paper. Newspapers of the greatest circulation are considered by states. Space is also given to the Sunday papers of largest circulation, newspapers devoted to agriculture, household and kindred subjects. Over one-fifth of the book is given to class and trade papers. The discriminating advertiser, who prefers to know something about the circulation of the mediums in which he buys space, will find this little volume of considerable value. Price \$1.00.

KANSAS never has a crop failure but what it is a big one, and it seldom has good crop but what it is a bumper. Working along the principle that anything that is worth doing, is worth doing well, F. D. Coburn, Secretary of the Kansas Department of Agriculture, has just issued a report of the State Board which surpasses not only all reports is-

sued by other state boards, but also outranks all previous efforts of Mr. Coburn. The Thirteenth Biennial Report of the Kansas State Board of Agriculture is a book of 1,127 pages, well printed and bound in cloth. It contains information upon the origin, history, characteristics, adaptability, merits and temperament of Short-Horned, Hereford, Aberdeen Angus, Galloway, Red Polled, Polled Durham; wheat and wheat growing in Kansas; rearing and fattening of farm animals; the growing of alfalfa and the culture and improvement of corn, as well as the state's agricultural statistics and many valuable tables, statements and summaries. It is one of the most valuable books of the kind ever issued and will surely prove of interest to all engaged in agriculture.

Cobs.

Judging by the name, Mr. Hay ought to have been secretary of agriculture instead of state.

Hungarian speculators are booming the maize market at Budapest on account of the poor quality of the crop.

Europe still wants wheat. It is only a question of how fast and in what manner she buys it. Irwin, Green & Co.

Corn King Cleage's investors at Bellefontaine, O., have been notified that they would lose the total of their investments.

C. S. Scofield, special representative of the Department of Agriculture, is continuing his tour of examination into the methods of grain inspection at different markets.

A favorable report on the bill appropriating \$100,000 for an agricultural college exhibit at the Louisiana Purchase Exposition has been made by the house committee.

Argentine stevedores who are on a strike refusing to handle grain bags weighing more than 70 kilos are simply hastening the introduction of machinery that will throw them out of a job.

Beans are consumed in large quantities by the canneries of Indianapolis. Last year the canners of Indianapolis bot 80 carloads and the commission merchants 200 more of the Michigan white pea bean. About 30 carloads of California lima beans are handled each year at Indianapolis.

Whitening oats and barley with the fumes of burning sulphur is suggestive of the sulphur match. Others object to the process because bleaching is supposed to be a chemical process. A new process devised by an English inventor bleaches flour by the agency of oxygen, the life-giving gas that composes one-fourth of the air we breathe.

The new German duty is, per 220.4 pounds, \$1.66 on rye, oats and barley, \$1.19 on corn, \$1.78 on wheat, and \$2.44 on barley malt. The tariff on wheat is more than doubled, and will be 58½ cents per bu., which in some years would have been a fair average price for the grain itself in the American market. From this it may be understood how artificial is the German industrial situation.

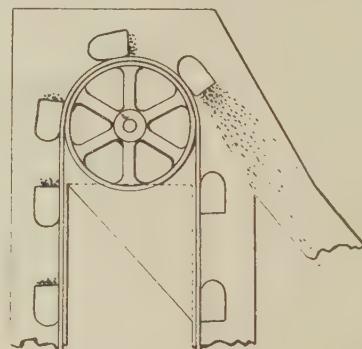
A United States Congressman stooping to defend a bucket shop is offensive to good citizens. Congressman E. D. Crumpler of Valparaiso, Ind., in the Federal Court at Indianapolis obtained a postponement of the Chicago Board of Trade's case against a number of Indiana bucket shops until after Congress adjourns. Is his salary as a representative of the people so small that he must accept retainers from any source, however vile?

Elevator Heads and Boots.

By C. A. McCotter.

Many fires in grain elevators and flour mills have been traced to defects in elevator heads. These have been, to a large extent, eradicated in the modern grain elevator. First, by removing the old fashioned solid wooden pulley; second, by hoppering or making a slanting strut board under the head pulley.

The elevator stands on the first floor or basement, and is practically independent of the building. The head pulley and its shaft are fastened to the frame work of Texas or top of building. While the elevator legging stands solid, the pulleys and shaft are subject to the settling of the building, as is frequently in evidence by the wear of the shaft on sides of elevator head. With a horizontal strut



board under the pulley, though built with one or more inches clear space, the pulley finally settles into contact, causing friction. Besides the full cups overflow, and the grain caught by the flat board packs under the pulley, making a fire hazard and loss of power. It also makes a good resting place for insects to breed.

The cut given herewith illustrates a correction by cutting out the horizontal board and down leg, and substituting a slanting board at an angle of 45 degrees with proper side pieces. This avoids any possibility of friction and is self cleaning. Many manufacturers, with a view to a more artistic or balanced appearance, make a double incline to both the up and down legs with the meeting point under the pulley. This point is bound to cause friction, but not as badly as the horizontal board.

The solid wooden pulley would not be considered by anyone to-day, yet many are inclined to use split pulleys. There is no fire hazard greater than the friction of wood against wood. This will be had when the shaft and its pulley are out of alignment or the elevator leg and head out of plumb. The insurance companies who study fire hazards to reduce the insurance cost, will not consider risks having these pulleys in heads or boots. The wood split pulley has many desirable features and uses, but not for use in the concealed, inaccessible elevator heads and boots.

The Indiana dog that husks corn is a husky brute.

Sweden is said to contemplate abolishing the duty on grain.

The canal committee of the Buffalo Merchants Exchange has been in Albany to prepare a bill for the enlargement of the canal.

Dried corn as an article of diet caused the separation of man and wife in Ohio. This is nothing compared to the trouble caused by wet corn that comes in bottles.

PURIFIED GRAIN

Commands a premium in every market, which is perfectly natural. All trace of smut, must and mold odors, also water stains, are entirely removed.

Ten years' experience in operating and building purifiers has shown us what is needed to do successful and practical work. Our experience should be worth something to you.

A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law suit with it.

The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA, or KENTLAND, IND.

Edward Hines Lumber Co.

A Complete Stock of Long, Heavy

TIMBERS

Suitable for Scale Timbers, Special Bill Stock, Etc.

ELEVATOR BILLS

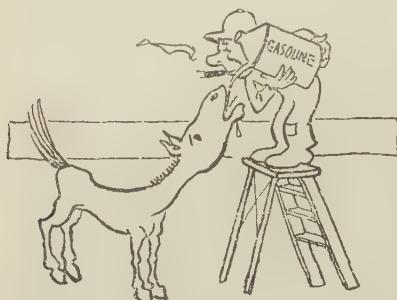
We carry a complete assortment of Lumber for Elevator Construction.
Can ship complete bills without delay.

WE SOLICIT YOUR INQUIRIES.

CHICAGO

Molasses or Gasoline?

New York's proud claim that it is feeding thousands of horses on molasses is



met by a later suggestion from Chicago that if the horse is to compete with the automobile he should be fed gasoline.

THE SUPPLY TRADE

More money was wasted in cheap and mediocre calendars this year than ever. Wasted because the crop was so large recipients kept only the best. The waste basket got the balance.

The way to get business is to go after it. Sitting still in one's office will not bring it. Put out advertising that will put the people in touch with you and your goods.—The Advisor.

The Columbus Machine Co., of Columbus, O., has issued a very handsome catalog of 246 pages, with fine halftone engravings showing the different styles of Columbus Gas and Gasoline Engines.

The merchant who begins a campaign of advertising, must engage in it in the belief that it presents opportunities which will bring him dividends. Such a belief is an incentive that will urge him to exertions that, persistently and diligently made, will accomplish the desired outcome.—Mahin's Magazine.

Catalog No. 75 is equal in typographical excellence to the many other catalogs issued by the Jeffrey Mfg. Co., of Columbus, O., and treats of the Barney Brick Conveyor System, which is just as essential to a brickyard outfit as the Jeffrey elevator belts and buckets are to a grain elevator equipment.

The oldest insurance company in America, the Mill Owners Mutual Fire Insurance Company of Des Moines, is remembering its friends and policy holders with a valuable combination diary and pocket book, which also includes an atlas and miscellaneous information of value. The souvenir is one which will be highly prized by every recipient.

The Duckwall-Harman Rubber & Supply Co., of Indianapolis, Ind., has been appointed exclusive agent for the Barnard & Leas Mfg. Co., in the states of Illinois, Indiana and Ohio. A full line of elevator machinery will be handled and prices will be made on complete elevator equipments. T. M. Van Horn, formerly with the Barnard & Leas Mfg. Co. and well known in this territory, will be traveling representative.

Statements in an advertisement are to be relied upon, under a recent decision of the Minnesota Supreme Court. In the case of M. C. Rettner against the Minnesota Cold Storage Co. to recover on a lot of celery stored in defendant's plant, which was spoiled by too high temperature, the defendant insisted there was no contract with plaintiff as to temperature. The court holds that plaintiff had a right

to rely on an advertisement of defendant guaranteeing "uniform and even temperature."

Decision of Arbitration Committee on Defaulted Contract.

We, the arbitrating committee of the Indiana Grain Dealers Association, composed of A. E. Reynolds, E. H. Wolcott and J. W. McCord, to whom was referred the controversy between A as plaintiff and B as defendant, beg to submit the following finding:

That on June 3, 1902, defendant sold to plaintiff at — for account of plaintiff's eastern house, 1,250 bu. 3 white oats at 41 $\frac{1}{2}$ c track —, fifteen days' shipment. Upon receipt of the shipping instructions, which were to load same and ship to defendant's order at Philadelphia, defendant loaded the oats into a B. & M. car under instructions from his local railroad agent, but after loading was completed the railroad refused to let the car run to Philadelphia. Defendant then sold the oats to Indianapolis and wrote plaintiff of his action, advising that he would pay them the difference he received for the oats if they would cancel the sale, or that they could buy in for his account the 1,250 bu. oats.

We fail to find any evidence of this letter having reached plaintiff, and defendant not making a copy of it, has no evidence to substantiate his statement. At this point we find that defendant was at fault under the trade rules by not wiring plaintiff of the difficulty, and thereby giving them the option of cancelling, extending the time of shipment or taking the car and changing the billing instructions as provided for in rule No. 4 of the trade rules adopted by the Grain Dealers National Association.

In further correspondence we find that defendant admits the contract as still in existence, and that, therefore, when it was finally closed out by plaintiff, defendant is the one that they should look to for settlement of the difference occasioned by the non-fulfillment of the same.

We further find that plaintiff made up their debit memorandum against defendant on the basis of 53 $\frac{3}{8}$ c per bushel f. o. b. — on 1,250 bushels of oats, showing amount due them of \$143.75.

Upon investigating we find that the bid applicable to f. o. b. — on July 3 (the time which plaintiff bought in this sale) was 51 $\frac{1}{2}$ c per bushel. We therefore concluded that they charged 1 $\frac{1}{8}$ c per bushel too much to defendant; 1,250 bushels at 1 $\frac{1}{8}$ c amounts to \$23.44. The original debit, \$143.75, less \$23.44 leaves amount due plaintiff \$120.31.

We therefore award plaintiff \$120.31.

Signed:

A. E. REYNOLDS,
J. W. MC'CORD,
E. H. WOLCOTT,
Committee.

The committee was duly sworn and attested to by

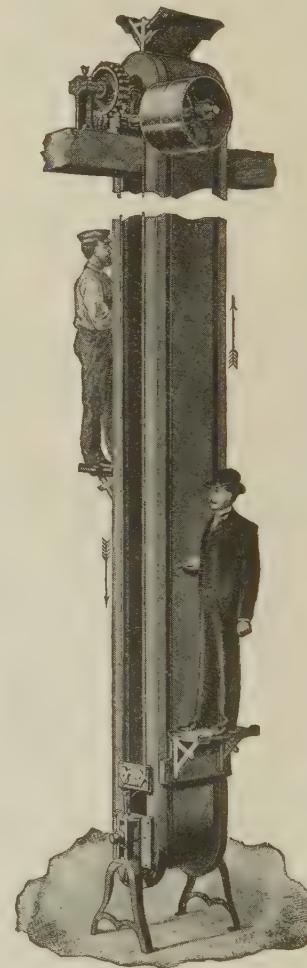
Signed: S. B. SAMPSON,
Clerk of Arbitrating Committee.

Dealers who cannot pay the market price for grain will profit by explaining to farmers that their inability to do so arises from the lack of cars and the delay of shipments in transit.

The Louisiana Purchase Exposition has placed grain in the kernel and sheaf, and legumes and their seeds, in the class of vegetable food products, to be shown in the agricultural palace. Space and power will be furnished free.

THE HUMPHREY ENDLESS BELT**EMPLOYES' ELEVATOR****FOR GRAIN ELEVATORS, FLOUR MILLS AND FACTORIES.**

For fifteen years in continuous use in many of the big elevators and mills of the country.



Saves time, gets the men around oftener, insures better service. Let me refer you to scores of enthusiastic users.

S. K. HUMPHREY,
53 State Street,
Boston, Mass.

Annual Statement of the Mill Owners Mutual.

The Twenty-Eighth Annual Statement of the father of the flour mill mutuals, the Mill Owners Mutual Fire Insurance Company of Iowa, issued January 1st, 1903, shows the past year to have been one of the most successful years in the history of the company.

Altho it had \$4,390,550.00 at risk the losses and expenses aggregated but \$48,476.10, an amount which was exceeded in several preceding years when the amount at risk was not much more than half that at risk during 1902.

The assets of the Company January 1st includes deposit notes subject to assessments, amounting to \$177,436.40. The deposit notes of this company represent but one annual premium. Cash on hand, real estate loans and accrued interest made up the total assets of \$333,780.81.

The liabilities included losses unadjusted \$14,750 and losses unsettled of

\$4,500, making the surplus over all liabilities \$314,530.81.

Since the organization of this company in 1875 it has paid losses aggregating \$882,275.66. The expenses during that period have aggregated \$211,308.26. Thus affecting a net saving to policy holders of \$1,090,298.03, or approximately 50 per cent of what would have been paid for the same insurance in reliable stock fire insurance companies.

Altho this company started out strictly as a flour mill mutual, its by-laws were changed last year so as to permit policies to be issued on elevators which were considered desirable risks.

If the grain dealers do well it makes a more pleasant business for us. You would be surprised how much pleasanter it is to trade with a dealer who is running along smoothly and making money. They accept mis-grades and settle differences with so much better grace.—E. A. Grubbs
Grain Co., Greenville, O.

"The Special Car Mover"
IS PUTTING IT MILD
"The Special Train Mover"
IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$6.00 F. O. B. Sac City, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plain rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

WE ARE LARGE MANUFACTURERS OF Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.

Write to us. You'll never know how good our bags are until you have used them.

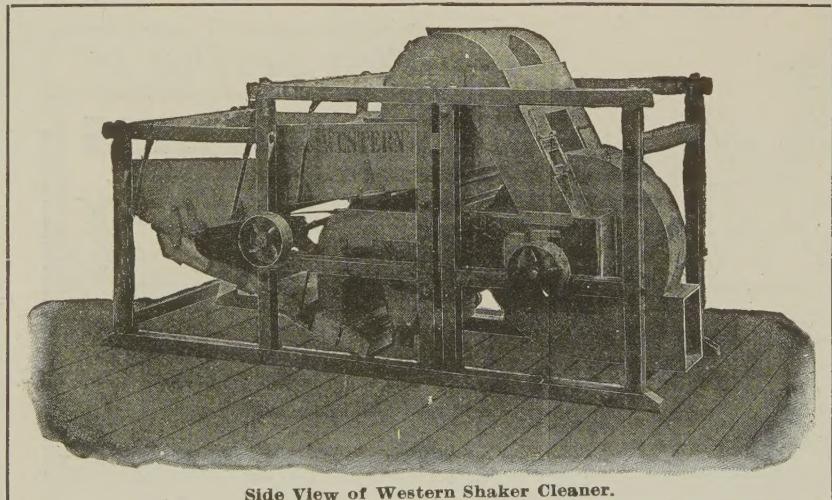
SEAMLESS COTTON GRAIN BAGS
MILWAUKEE BAG CO., MILWAUKEE, WIS.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

Manufactured by **Union Iron Works,**
DECATUR, ILL.

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

The GRAIN DEALERS JOURNAL.

Oil Cooled Gasoline Engines.

The substitution of oil for the water employed in cooling the cylinder of gasoline engines does away with the risk of damage to the engine by the freezing and expansion of the water in the water jacket.

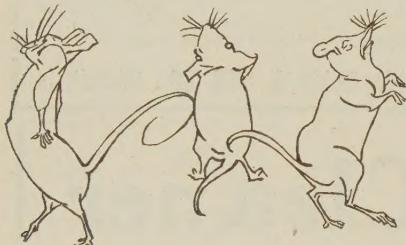
Very small engines can be cooled with oil by replacing the water tank with an ordinary hot water heat radiator.

For engines of medium size a special radiator is required, in the form of a vertical boiler containing a great many small tubes open at both ends. The top of the boiler is covered by a cone and short stack into which the exhaust from the engine is conducted to induce a draft thru the tubing. The hot oil is fed into the top of the boiler and the cooled oil drawn off at the bottom to circulate back thru the jacket of the engine.

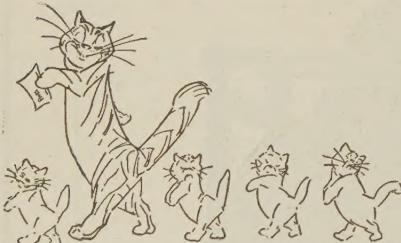
Large engines will require the addition of a small centrifugal pump to keep the oil circulating rapidly. This form of cooler has been successfully applied to engines of over 40 h. p. It cannot freeze, requires no attention, and works well under any climatic conditions. The tank, connections and jackets are sealed air tight so that no waste of the oil can take place and the original supply will last as long as the engine.

A New Grain Pest and Its Remedy

A correspondent of the Millers' Review, writing from Pulaski, Va., tells a very alarming story of a new species of rodents



THE PEST.



THE REMEDY FROM YANKEE LAND.

which are quite tame, fraternize with ordinary cats and eat much grain daily.

The only effective remedy found so far is a consignment of coon cats from Maine. These prize animals brot certificates of their pedigrees with them, of which they seem quite proud.

Dealers who lose heavily from the destructive work of rats and mice will need suffer no longer. The hauteur of the Maine coon cats increases with the length of their pedigrees.

MORAL—Kill all rodents before they eat all your grain.

Representative Burleson of Texas has introduced a bill in the House authorizing the secretary of the Department of Agriculture to gather statistics of the wheat and cotton crops and levying a tax of 1-40 of a mill per bushel on the threshing machine operator.

LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, tra-

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

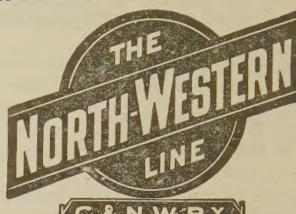
verses eight states, which comprise a great agricultural manufacturing and mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address

LOUIS JACKSON,
Industrial Commissioner C. M. & St. P. Railway,
660 Old Colony Bldg., Chicago, Ill.

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO
which reaches the famous

**WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

LOCATIONS FOR ELEVATORS

In Illinois, Iowa and Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agent., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

Why not
put
your announcement
here.

"That Settles It"

**WEBSTER'S
INTERNATIONAL
DICTIONARY**

RECENTLY ENLARGED
By the addition of
25,000 New Words, etc.
Edited by W. T. HARRIS, Ph.D., LL.D.,
U. S. Commissioner of Education.
New Plates Throughout. Rich Bindings.
2364 Quarto Pages. 3000 Illustrations.
Will readily settle questions about words,
noted persons, places, scientific subjects, etc.
Should be in
Every Home, School, and Office.
Also Webster's Collegiate Dictionary.
1100 Octavo Pages. 1400 Illustrations.
Illustrated pamphlets free.
G. & C. MERRIAM CO., Publishers,
Springfield, Mass.

The GRAIN DEALERS JOURNAL.

The Jeffrey Manufacturing Co.
COLUMBUS, OHIO, U. S. A.

ELEVATOR and MILL SUPPLIES.



JEFFREY Standard Grain Buckets.

Jeffrey
Detachable Chains Spiral Conveyors,
Sprocket Wheels, Shafts,
Elevator Buckets, Hangers,
Elevator Bolts, Pulleys,
Elevator Buckets Gearing,
Cotton Belting, Set Collars,
Rubber Belting, Clutches,
Leather Belting, Couplings.

SEND FOR OUR CATALOG.

YOUR CORRESPONDENCE

may not be extensive enough to require the use of a typewriter. **YET**, what letters you do write you desire to keep a copy of. With THE PEN CARBON LETTER BOOK the simple act of writing produces the copy without further trouble.

NO PRESS.

NO WATER.



No. 1, Letter size, or note size, 200 pages with index and clip, heavy adjustable cloth cover, leather back, arranged to receive extra filers, with an ample supply of Pen-Carbon Paper, complete..... \$2.00

1 DOZ. MANIFOLD PENS 25

One thousand letterheads with your own imprint, on a good bond paper..... \$3.50

OUR PRICE FOR THE LOT \$3.50

TERMS: CASH WITH ORDER or C. O. D. provided 25% of amount is sent to cover charges.

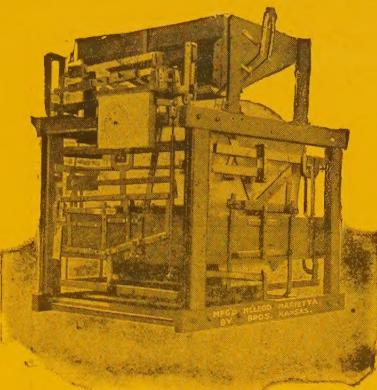
If cut is desired, send it with your order.

ALFRED HALL, The Office Supply Man,
177 LaSalle St., Chicago, Ill.

68 POUND EAR CORN TABLE

which reduces to bushels of 68 pounds each, any weight of ear corn from 100 to 6,590 pounds will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOURNAL can obtain a copy by sending 10 cents to GRAIN DEALERS COMPANY CHICAGO, ILL.
255 La Salle St.



The Grain Dealer's Opinion

of what constitutes a good device for weighing grain into cars and bags is worth heeding.

More McLeod Weighers

than all other automatic weighers, are used by grain elevator men.

Write For Catalog to

W. T. Eaton Mfg. Co.

4 Sherman St., Chicago, Ill.

ELEVATOR OF ALL

SUPPLIES KINDS

CORN SHELLERS
CORN & COB CRUSHERS

T R I U M P H
OAT CLIPPERS
RECEIVING SEPARATORS

Send for our Catalog No. 7; full of good things

Address
The C. O.
Bartlett & Snow
Company,
Cleveland, O., U. S. A.

WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

MODERN POWER TRANSMISSION ENGINEERING

exemplified with typical installations in each issue of

Power and Transmission

(American Edition — English Edition)

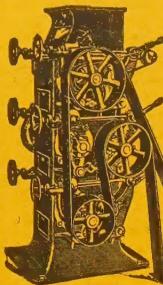
Of special interest to those contemplating mill or factory improvements.
Sample copy free. Address:

THE DODGE MANUFACTURING CO., MISHAWAKA, IND., U.S.A.
MANUFACTURING ENGINEERS.

BRANCHES — Boston; New York; Chicago; Cincinnati; Atlanta; London, Eng.

GRAIN DEALERS JOURNAL

Corn and Feed Mills



It... Pays to have one in connection with an elevator, and to have the **BEST** one.

Ours has no equal in STRENGTH, DURABILITY, EFFICIENCY, CONVENIENCE, CAPACITY, and QUALITY OF WORK.

Several Sizes. Prices Very Reasonable.

Allis-Chalmers Company,

GENERAL OFFICES:
CHICAGO, - ILLINOIS.

4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

What's the Use

Of trying to get along without

DAY'S DUST COLLECTING SYSTEM

When it will handle your dust and refuse automatically, and give you a CLEAN Elevator.

It will give you the best safeguard against FIRE.

It will save labor. It will save insurance. It will save time and money. It will pay for itself many times over. Any valid reason why you should not have it?

POSTAL FOR THE NEW BOOKLET, "DUST COLLECTING AND FUEL FEEDING."

H. L. DAY



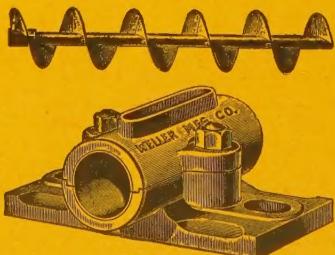
That's DAY'S Dust Collector.
There is no other like it

1122-26 YALE PLACE
MINNEAPOLIS, MINN.

WELLER MANUFACTURING CO.

MANUFACTURERS OF

GRAIN HANDLING AND POWER ..TRANSMITTING MACHINERY..

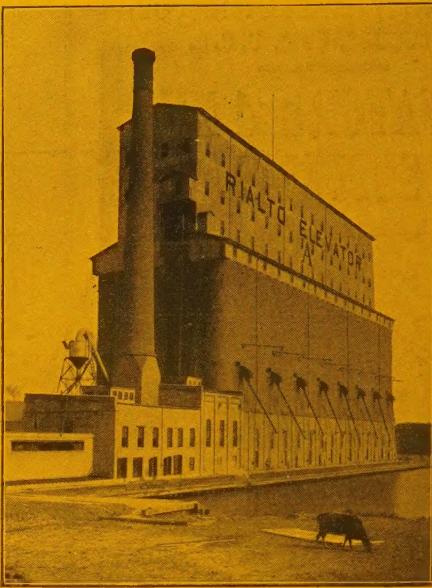


GRAIN ELEVATOR SUPPLIES OF EVERY DESCRIPTION.

NEW CATALOG, NO. 17, OF 400 PAGES SENT ON APPLICATION.

GENERAL OFFICES: 118-126 NORTH AVE., CHICAGO

Branch Office: 323 Powers Building, Decatur, Ill.



The newly erected "Rialto" Elevator at Chicago, said to be **the finest in the world**, is equipped with our machinery.

We manufacture the latest in the line of **Grain Elevator and Power Transmission Machinery.**

Our Catalog M of Elevating and Conveying Appliances sent on application.

WEBSTER MFG. CO.

GENERAL OFFICE & WORKS: 1075-1097 W. 15TH ST., CHICAGO
EASTERN BRANCH: 38 Dey St., NEW YORK

Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 180 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car. No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.